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Goffe & Carkeener Co., grain commission.*
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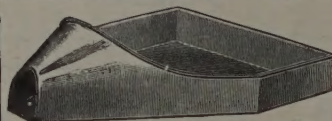
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WE HANDLE all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kafir corn, etc.
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We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local business at Buffalo.

Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

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Want Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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GRAIN BROKER
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 Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
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 —GRAIN—FEED—HAY—STRAW—
 Car Lots Only
 Our manager has been buying grain in Pennsylvania since 1885

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 41% protein, cotton seed meal, car lots and ten lots.



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of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

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 255 La Salle Street
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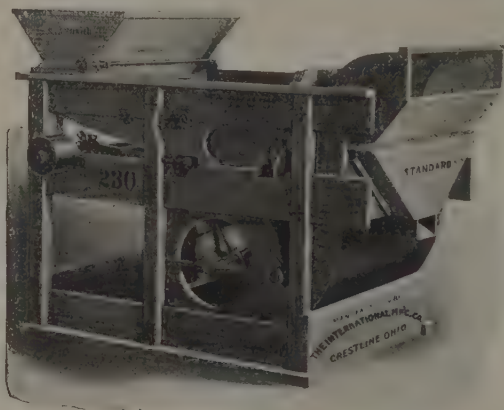
Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14 1/2 in.

No. 40. Contains spaces for 9000 cars - - - - \$1.50
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 255 La Salle Street Chicago, Ill.

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Capacity—Solidity—Even Blast Standard
Regulators—Automatic Vibrators



This machine is fully equipped as per above specifications with all of our exclusive patented devices.

For cleaning grain, seeds or beans it has no superior.

We guarantee each machine and will ship on thirty days' free trial, if desired. Write us

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HESS IDEAL DRIER

which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

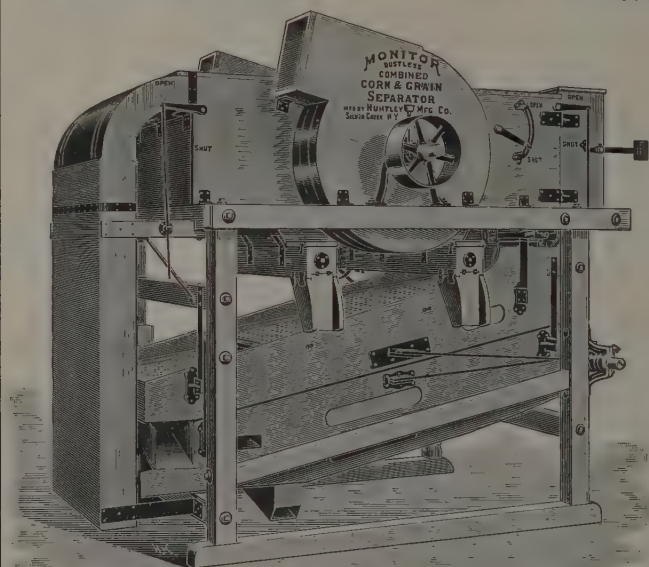
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Ask us about the Hess U. S.
MOISTURE TESTER.

The MONITOR

**CLEANS TWO KINDS OF GRAIN
WITHOUT CHANGE OF SCREENS**



(Patented)

Combined Corn and Grain Cleaner

This is the original combined Corn and Grain Cleaner. It is designed for all around elevator work on either coarse, medium or fine cleaning. This machine is equipped with two complete individual sets of screens. On the ordinary elevator cleaner if a change from one kind of cleaning to another is desired it is necessary to stop machine and change screens. On the Monitor "Combined" two sets of screens are available for immediate use—a moment's time only is required to shift distributing valve and grain is carried to either set of screens desired—while machine is in motion.

We guarantee perfect construction, ease of regulation and absolutely accurate sieve and air separations. 30 days' trial allowed. Send for list of users and testimonials.

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Builds the best fire-proof construction
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It costs less.
Can be built quicker and at all seasons of
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We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

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We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

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None too large and none too small for us.
We go anywhere in the United States.

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Let us figure with you if you are going to build a first-class elevator. We are always in a position to give you very prompt service. Write us if Interested.

GRAIN ELEVATORS

Should be built to hold all the grain put into them. Economical in operation. Equipped to do a large amount of work with a small amount of power.

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Motto: Once a customer, always a customer.
Plans, specifications and estimates furnished.

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2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

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Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



1,000,000 bushel Fire Proof Concrete Storage Elevator
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Write or call on any of them.

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Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/4 x 12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,330 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

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255 La Salle Street, CHICAGO, ILL.

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☐ All the well known Ellis Patents are embodied in these machines.

☐ Among their many good features is the small space required for their installation in the elevator.

☐ Using only cold air, they do not affect the insurance rate.

☐ Absolutely the fastest machines on the market.

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An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

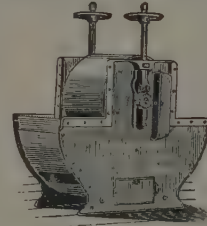
The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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GRAIN DEALERS COMPANY
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Cast Iron Elevator Boots.



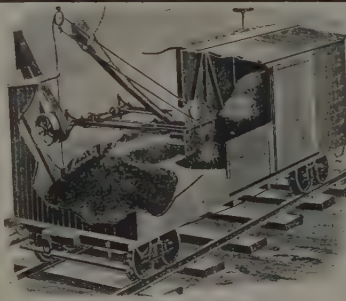
Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial, no better made.

| Size cups | Net price | Size cups | Net price |
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| 8x5 - - - | \$13.50 | 11x6 or 7 - - | \$19.50 |
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Other sizes at proportionate prices.* Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

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LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door. Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together, the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.

Write us for full particulars.

E. BAUDER, - Sterling, Ill.

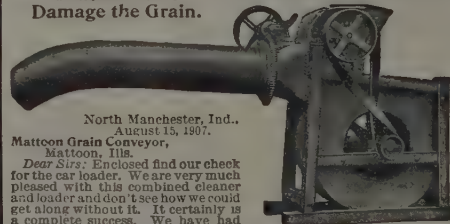
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In August, 1907, we sold a Boss Car Loader to A. M. Bohnert, Jasper, Ind., and when remitting he added, "All I have to say about the Boss Loader is, that I am well pleased." In August 1908 he ordered one shipped to him at Dubois, Ind. A while back we received an inquiry from John Brenton Elevator Co., at Petersburg, Ind., in which they said they had talked with Mr. Bohnert, and shortly afterwards they sent us their order. They remitted November 26, 1909, and said, "The Loader works all right." If you could see the large number of orders we are receiving both from people like Mr. Bohnert, who have used the machines, and from those like Mr. Brenton, who buy on the recommendation of friends who are using them, you would know the machines must be giving satisfaction, but as you cannot have that evidence we would like to ship you a Loader on trial and if you are not entirely satisfied you may return it at our expense. Not a Loader we shipped this year has been returned.

MAROA MANUFACTURING CO., MAROA, ILL.

**The ONLY Car Loader
That Will Not
Damage the Grain.**



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sir: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,

COMBINED Grain Cleaner and Pneumatic CAR LOADER

**The ONLY Machine
that Will Clean and Load
at the Same Time.**

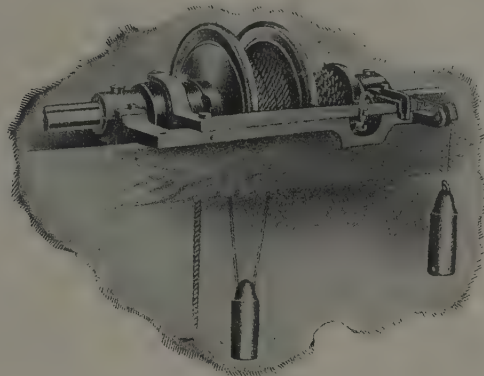
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MATTOON, ILL.**

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

Clark Automatic Power Grain Shovel

WE MAKE THEM



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SPIRAL CONVEYOR

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Once Tried Always Used

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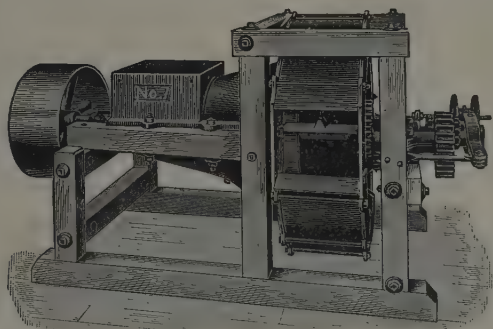
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Power
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Minneapolis, Minn.

The U. S. Cup Discharge Corn Sheller

is what you have demanded
so send in your orders.



Second Pat. Aug. 31, '09

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

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is **rescreened** and the best
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NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

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Marseilles Mfg. Co., Marseilles, Ill.

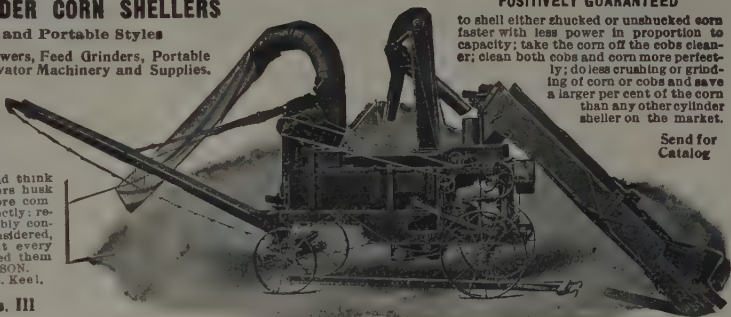
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.

By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill

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**POSITIVELY GUARANTEED**

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

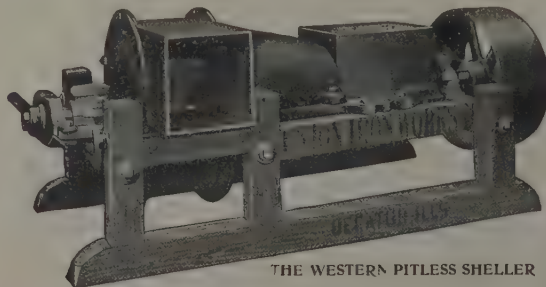
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THE RIGHT COMBINATION to successfully handle this year's corn crop.

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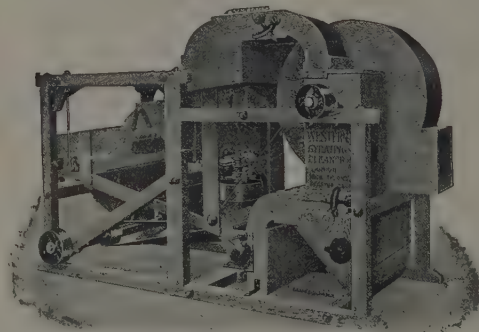
THE WESTERN PITLESS SHELDER

The "Western" Gyrating Cleaner will not only clean your corn perfectly, but can be used to clean all kinds of grain; built in eight sizes; capacities from 200 to 2,500 bushels per hour. All machines are thoroughly tested before leaving the factory.

Get our CATALOGUE No. 26, illustrating and describing our complete line of "WESTERN" Shellers, Cleaners and Elevator Equipment.

UNION IRON WORKS, Decatur, Illinois

The "Western" Pitless Corn Sheller is durable; shelling surfaces are chilled; has large capacity; is a self-feeder; fan discharge, over or under, right or left; instantly adjusted with special lever, to suit the different conditions of corn; it is the sheller with which all others are compared.



THE WESTERN GYRATING CLEANER

WOLF




EMPLOYEES

The most convenient and handiest elevator for factory or warehouse use.

* *

Useful for carrying bags, sacks, bundles or packages from one floor to another, thus saving time and labor.



ELEVATOR

Can be stopped at any floor.

* *

Easily installed by any ordinary mechanic and about as quickly put up as a piece of line shafting.

* *

All parts made with templates.

* *

Modern—durable.

The Wolf Company MILLING

Chambersburg Pa., U.S.A. ENGINEERS

One Insertion Enough

Chateworth, Ill. Nov. 30, 1909.

*Grain Dealers Journal,
Chicago, Ill.*

Dear Sirs:

Please discontinue my ad. and send your bill for same. I have an elevator as the result of my first ad, the second one was unnecessary.

*Yours very truly,
Jas. W. Ford Jr.*

When looking for an elevator search the "Elevators For Sale" columns; but should you not find what you desire you will save lots of trouble, time and travel by putting an "Elevators Wanted" ad in the

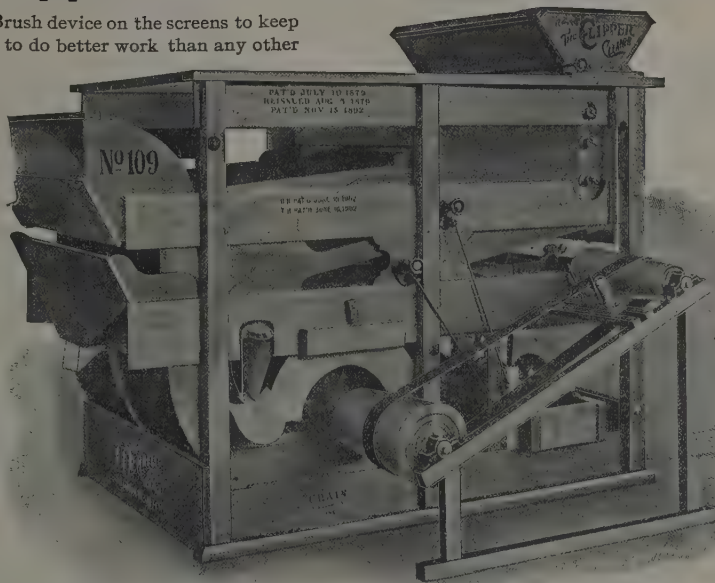
Grain Dealers Journal, Chicago, Ill.

Cost is only 15 Cents per type line per insertion.

The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.

AVERY

Automatic Scales

... for ...

Grains and Flour



Gives Absolute Weighings. Keeps the Records for you. Occupies small space in the elevator.

Write for Catalog 94A.

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

BRANCHES:

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St. Louis,

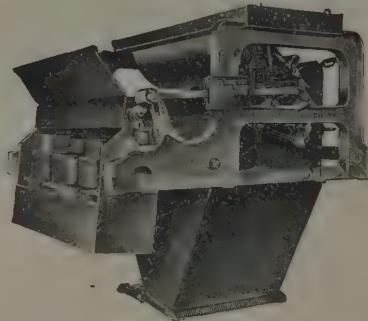
Boston, Mass.
Chambersburg, Pa.
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Minneapolis, Minn.

RICHARDSON

IMPROVED AUTOMATIC SCALE

HAS NO EQUAL!



Call at our Exhibit at the National Corn Show and we will show you.

Its special features are—

- 1.—It will swallow cobs in grain whole without stopping.
- 2.—It has fewer parts than any other, without exception.
- 3.—When changing grains it is adjusted in thirty seconds; when the balance is once found you don't have to move the poise or bother with graduation marks.
- 4.—Grain cannot run through unweighed because fitted with our interlocking gear.
- 5.—It is built like the scale Uncle Sam uses to weigh his gold—the most sensitive on earth.

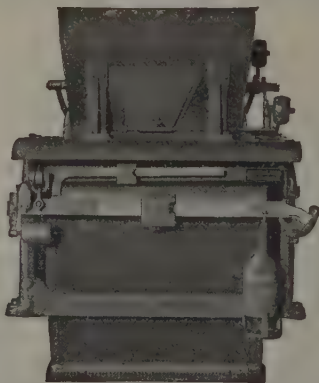
Works out of level—Is not affected by vibration, or dust or rust!

RICHARDSON SCALE CO.

6 Park Row,
NEW YORK

122 Monroe St.,
CHICAGO, ILL.

An AUTOMATIC SCALE Not An AUTOMATIC PUZZLE



SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to you.

The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

"Sonander Baggers are wonders" so users say.

THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO.

Agents at all Grain Centers

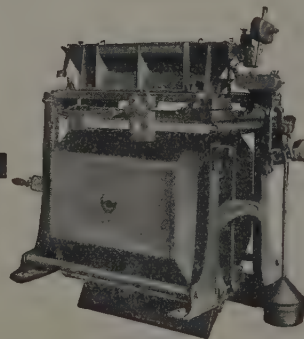
Fairbanks Automatic Scales

put your mill or elevator on a modern business basis. No more losses through carelessness or inaccurate weighing. Faster, more convenient and above all more accurate than any other automatic grain scale ever invented.

Write us *today* for new automatic scale catalog No. 550 AW.

Fairbanks, Morse & Co.

Chicago, Ill.



GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.

PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.

For any of the above address, GRAIN DEALERS JOURNAL, 25 La Salle St., Chicago

ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

NORDYKE & MARMON CO.

America's Leading Mill Builders

INDIANAPOLIS, IND.

Est. 1851.

WILLFORD

Light Running Three-Roller Mills

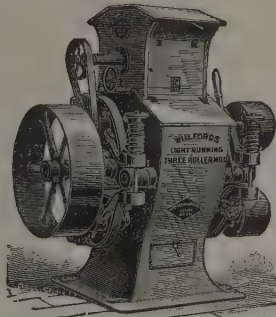
ARE THE BEST
FEED MILLS FOR ELEVATORS

because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.

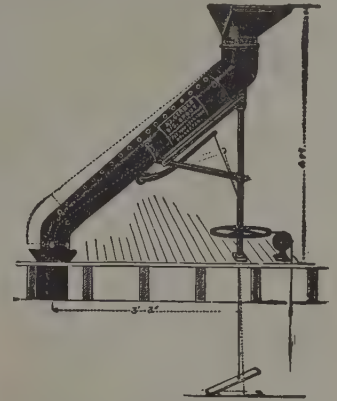
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GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting. Write for Particulars

J. J. GERBER,

MINNEAPOLIS, MINN.

Perfect Control

of your wagon dump
when you have a



**Reliance
Automatic
Dump
Controller**

It means that your farmer patrons can drive on your dump without fear of an accident to fractious teams. The movement of the dump is smooth and slow. Absolutely automatic.

Sent on 30 days trial.

RELANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.

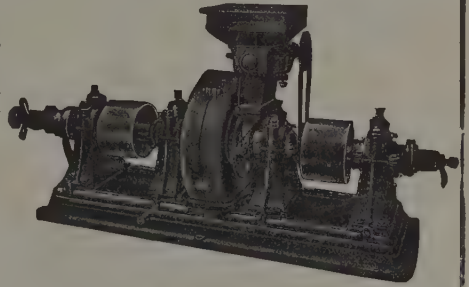
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

**Monarch
Feed Mill**

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Rollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)
Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



FEED MILLS

AUTOMATIC SCALES

FOR MILLS AND ELEVATORS

National Automatic Scale Company
BLOOMINGTON, ILL.

ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water will not freeze 54° below zero. Has been used for several years and is absolutely standard. Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Solution.

(Send for circular.)

New York

JAMES H. RHODES & COMPANY

Chicago

Calcium Magnesium Chloride

For water Jackets of Gas Engines. Very much superior to ordinary calcium chloride.

K-L Brand—Anti-Freeze—Solution

This is the best anti-freeze solution on the market because it will not rust, because it is the purest—odorless. Will not evaporate.

PRICES: 700 lb. drum 90c per cwt. 100 lb. can 2c per lb.
50 lb. can 3c per lb. 10 lb. can 5c per lb.

KIELGAS-LEHMAN CO.

208 Kinzie St., Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

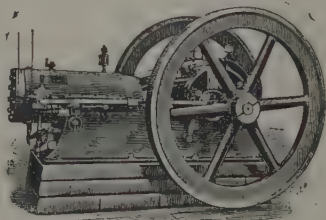
Save on the First Cost

Because gasoline engines are economical is no reason why you should be careless in selecting one to fill your needs.

Here is a good rule to follow when buying. Don't buy a cheap Gasoline Engine when you can buy a standard make cheap.

I have been selling Gasoline Engines to elevator men for the last twelve years and can point to

MANY SATISFIED CUSTOMERS



I am a Gasolene Engine Specialist. I make that my business. Let me know what horse power you need and I will explain how to buy the best at the lowest cost.

My prices will please you and the engines I furnish will surely give satisfaction.

Or, if you have an engine which is not giving satisfactory service let me know, if it is a standard make I can fix it so it will come up to its rated capacity.

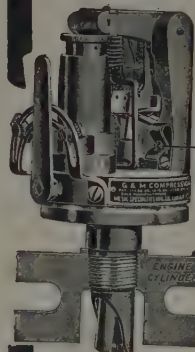
Let me hear from you. Write today.

A. H. McDONALD

549 Monroe St., CHICAGO, ILL.

Agents Wanted

In every community to sell



G. & M.
Compression
Igniters

A revelation in Gas Engine Ignition.

This Igniter is suitable for all types of internal combustion engines. It may be screwed in, in place of the jump

spark, hot tube, or mechanical make and brake igniter.

We can save money, time and trouble for every engine user.

The advantages are: More power; steadier running; no misfires; less straining and jerking of engine and a great saving of fuel.

For particulars write sole manufacturers

Metal Specialties Mfg. Co.

427-441 Randolph St. CHICAGO, ILL.

Save 40% of the coal pile

by using Curtis Steam Turbine Generators

Users of Curtis Turbines feel proud of their possession
One user writes—

"We have a 50 H.P., 200 R.P.M., automatic engine driving a 35 Kw. compound wound generator which we use in connection with our turbine for lighting the city of R—. We have made tests running the turbine and engine on alternate nights, off the same boiler and under the same conditions of load, steam pressure and exhaust, and find that for the same run and load the engine set requires 1500 pounds of coal against 900 pounds for the Curtis Turbine, or a saving in coal in favor of the turbine of about 40 per cent. We have called it a saving of 40 per cent., but it is really more than that when you take into account the saving in oil, waste, care and attention which the turbine has over the engine. In the turbine we use the same oil over and over again for from thirty to forty days; after this we remove the oil from the turbine, in which there is practically none wasted, and use this oil on pumps and other apparatus around the station."

Where comparisons are made the full value of the Curtis Steam Turbine Generating Sets is apparent

Curtis Steam Turbine Generators are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.



General Electric Company

Principal Office, Schenectady, N. Y.

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WITTE ENGINES


USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.
526 W. 5th Street KANSAS CITY, MO.



FOOS Gas Engines

are economical

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

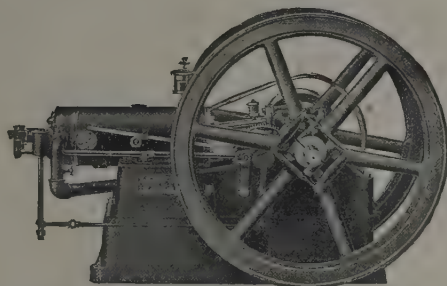
Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.
Springfield, O.

Be Sure Of Your Power



It is no longer necessary to take chances when you buy a gasoline engine. Gasoline engine building has been reduced to an exact science. You may know in advance that the engine you buy will give you satisfactory service.

I. H. C. Gasoline Engines—The Standard of Reliability

The great army of users will tell you that I. H. C. engines have every quality that goes to make an engine right working.

Simplicity, Certainty, Economy, Ease of Operation, Durability

Many thousands of I. H. C. engines are in use filling all sorts of power requirements. Their owners have no motives for misrepresenting.

Engines of all styles, suited to all services. Vertical, Horizontal (Portable or Stationary) and Traction. Air cooled. Water cooled. 1 to 25-H. P. For Catalog and Particulars, address

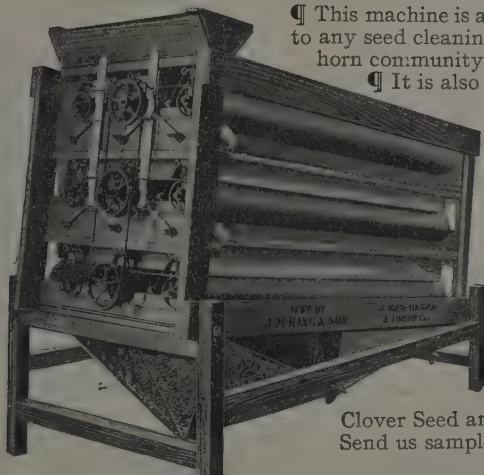
International Harvester Company of America

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A.

THE KING BUCKHORN MACHINE



¶ This machine is a very valuable addition to any seed cleaning equipment in a Buckhorn community.

¶ It is also of equal value to the farmers and land owners of this same community.

¶ Write for our booklet which gives full detailed description and prices of machines.

¶ We will be glad to send it at once. We are always glad to answer questions.

¶ We are in the market for low grades of

Clover Seed and Clover Seed Tailings
Send us samples.

J. M. KING & SON, North Vernon, Ind.

HOLD ON!

Aren't you looking for real economical and dependable motive power to operate your mill or elevator? Then don't neglect to investigate the advantages of an

"OTTO"

Suction Gas Producer and Engine.

No matter what your past experience may have been with gasoline engines, if you'll send us your name, and conditions under which they must work, we'll mail you catalogs and testimonial letters from some of your neighbors and competitors that will convince you that the "OTTO" will solve your troubles.

Otto Gas Engine Works

PHILADELPHIA, PA.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks, Price \$1.00.

For any of the above address

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

"The TEST by TEST" is the Doctrine.

Let us ship you a

HALL SIGNALING DISTRIBUTOR

on trial. See the time and labor it saves. Observe its convenience and accuracy in operation. Note how perfect it distributes all the grain without mixing a kernel.

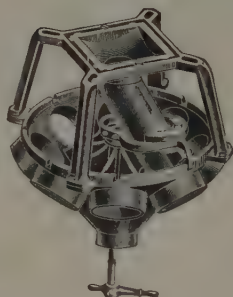
How completely you can fill every bin **chock** full, from the lower floor, without ever visiting the cupola.

Its simplicity, a sure guarantee of durability.

Figure its value in utilizing all your bin room regularly, and saving all your grain unmixed.

If it does all this to your entire satisfaction, it is yours. If it fails in one single detail it is ours, with freight annexed.

You can issue telegraphic orders, without investigation, for any Hall goods, and rely absolutely upon their superiority in their line.



HALL SPECIAL ELEVATOR LEG

YOU can get greater results, better service, and have the best equipment, at less original cost, less operating cost, less maintenance cost, less care and trouble with a

HALL SPECIAL

elevator leg than any other method you can adopt.

You can't afford to erect an elevator leg now, without first examining into this new arrangement, which is without a rival in economic and advantageous features.

Circular F makes it all clear to you.

HALL DISTRIBUTOR COMPANY

222 Ramge Bldg., Omaha, Nebr.

"EUREKA" GRAIN DRYERS



remove any desired percentage of moisture from the grain, conditioning it for shipping or storage with perfect safety.

Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

Absolute satisfaction guaranteed.

Built in capacities from 10 bushels to 1000 bushels per hour.

SOLE MANUFACTURERS

THE S. HOWES CO.

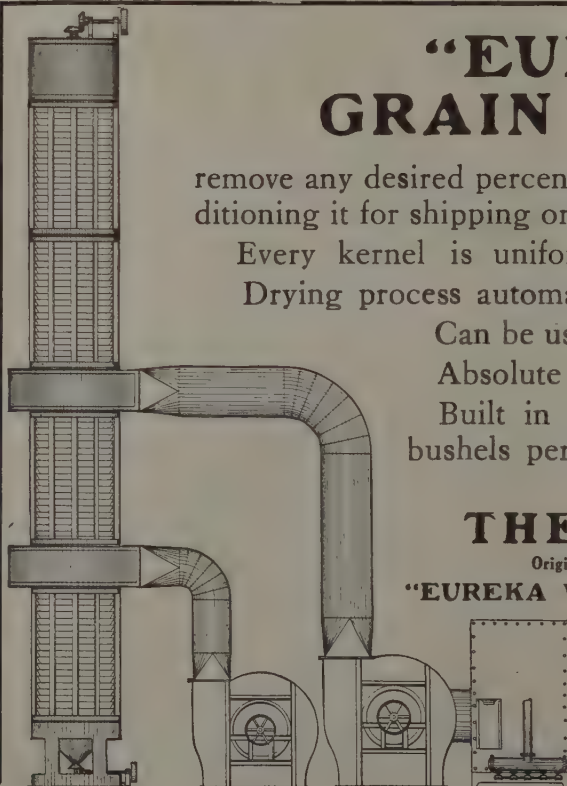
Originators of the Highest Grade of Grain Cleaning Machinery.

"EUREKA WORKS:"

SILVER CREEK, N. Y.

REPRESENTATIVES:

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| E. A. PYNCH, 412 S. 3rd ST., | MINNEAPOLIS, MINN. |
| J. Q. SMYTHE, 1513 FLETCHER AVE., | INDIANAPOLIS, IND. |
| E. R. WATSON, 223 E. KENTUCKY ST., | LOUISVILLE, KY. |
| WM. WATSON, GREEN'S HOTEL, | PHILADELPHIA, PA. |



"Wanted" and "For Sale"

MACHINES.

FOR SALE—10 No. 4 Silver Creek Flour Bolters, just as good as new. Cheap. Address Aurora City Mills, Aurora, Ill.

INVINCIBLE CLEANER—Small capacity; for sale; good as new. Price reasonable. Address H. R. Y., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One clipper cleaner No. 116, made by A. T. Ferrell & Co., Saginaw, Mich. Only used two months and good as new. EARLY GRAIN & ELEV. CO., AMARILLO, TEXAS.

FOR SALE—Fairbanks automatic even weight sacker in good condition at a bargain, capacity 300 to 360 sacks per hour, delivery in thirty days. The Updike Grain Company, Omaha, Nebr.

FOR SALE—One Monitor No. 4 Receiving Separator. One No. 1 U. S. Corn Sheller, 1500 bu. capy. One No. 13 Constants Corn Cleaner, 1700 bu. capy. Ad. J. A. Horn Construction Co., Oklahoma City, Okla.

FOR SALE—Cheap. Two No. 5 Monitor Oat Clippers, One No. 3 Invincible double suction receiving separator. One No. 25 Ohio seed cleaner. One No. 7 Cyclone dust collector. A. S. Garman & Co., Akron, Ohio.

FOR SALE—1 Mattoon Grain Loader, cap. 1500 bu. per hr. 1-40 H. P. Steam Boiler, 1-30 H. P. Steam Engine and 1 Hopper Scale, cap. 20,000 lbs. One No. 1½ Western Sheller in good condition, will sell cheap. Address St. Joseph Grain Co., St. Joseph, Ill.

A POLISHER AND CLEANER that does more work with less than one-fourth the horse power of any polisher and cleaner on the market. Mfg. by the AMERICAN GRAIN SCALE CO. also Mfgs. of the DAVIS AUTOMATIC TWIN SCALES & BAGGERS. Write for catalog. AMERICAN GRAIN SCALE CO., Blackwell, Okla.

FOR SALE—1 1000-bu. Fairbanks hopper scale with timbers, \$75. 1 Fairbanks R. R. Track Scale 120,000 lbs. capacity, \$200. 1 Clipper Grain Cleaner, \$25. 500 14 in. buckets 5c each. 4 conveyor belts 24 and 26 inches wide, 50c per ft. Iron sheaves 3c a lb., pulleys and boxes 2c a lb. Many other bargains from the Western Elevator at Wabaska. Address La Crosse Wrecking Co., Wabaska, Minn.

SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

GASOLINE ENGINES.

GASOLINE Engines for sale; 10 h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—8 h. p. Webster Engine. Been run three months. Price \$75. Address Box G, Jamaica, Ia.

HOWE GASOLINE ENGINE FOR SALE—28 H. P. all complete. Big bargain—Address Canton Grain Co., 604 Corn Exc. Bldg., Minneapolis, Minn.

TRACTION ENGINE FOR SALE—One ten horse power steam, Nichols and Shepard make, in good condition. John L. Kneisley, % the Foos Gas Engine Co., Springfield, Ohio.

ONE No. 1 Gas Engine, 35 h. p., used but two years, for sale. This is a bargain for some one, as we are anxious to dispose of it to make room for a larger machine. Address Archer Ptg. Co., Ft. Wayne, Ind.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

SCALES.

SCALES for elevators and mills; lowest price. Chicago Scale Co., Chicago.

FOR SALE—AMERICAN GRAIN METER, Automatic scale, good condition, \$50.00. Cost \$200. Mead Grain Co., Ft. Scott, Kan.

FOR SALE—1 McLeod Automatic Scale, cap. 1500 bu. per hour, good as new, will sell cheap. Address Hitch & Kirk, Champaign, Ill.

SCALES, second hand. 1-22 ft. Howe and 1-14 ft. Fairbanks. Both have office beams. Will sell very cheap. L. J. Button Ele. Co., Sheldon, Ia.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Nebr.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

MOISTURE TESTING.

IF YOUR RESULTS ARE unsatisfactory or you expect to install moisture apparatus, why not secure the services of an experienced person, who can save you many times the compensation asked. Address Box 11, Grain Dealers Journal, Chicago.

SHELLERS.

FOR SALE—Keystone power portable corn sheller; four hole good condition, used only one season. Alley Grain Co., Mercer, Mo.

STEAM ENGINES—BOILERS.

FOR SALE—20 h. engine, 25 h. boiler. Atlas make. In good running order and will sell at a big bargain. Just installed electric power. Address B. Noftsgger, Rochester, Ind.

CORLISS ENGINE FOR SALE. We have several small second hand engines, rebuilt and renewed in own shops. Save money on a Corliss or other engine, boiler, pump and everything in machinery by buying of Harris Machinery Co., Minneapolis, Minn.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

MACHINES WANTED.

WANTED—Second hand friction clutches of reliable makes; size of shaft 4-7-16 in; on iron or wood pulleys; from 30 to 38 in. diameter; 7 to 8 in. face. Fagg & Taylor, Milwaukee, Wis.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

ELEVATORS FOR SALE.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept. Grain Dealers Journal, Chicago, Ills.

FOR SALE OR LEASE—My elevator in Iowa. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. Elevator located good town western Indiana. Good Corn Crop. Address X. Y. Z. Box 5 Grain Dealers Journal, Chicago.

MICHIGAN ELEVATOR in the Best Wheat and Corn Belt for sale. Wool, Stock, Hay and Coal, Feed Grinding and a complete Flour Mill. No other elevator here. Climax Roller Mills, Climax, Mich.

IRON CLAD INDIANA ELEVATOR. Capacity 35000 bu. Gasoline engine power. Modern equipment. 3 warehouses, large stable, modern 8-room house. Address Chicago, Box 11, Grain Dealers Journal.

FOR SALE—Elevator, Feed Mill and home; doing good business; splendid opportunity for right men. Price \$4,000. For full particulars address Field, Box 11, Grain Dealers Journal, Chicago, Ill.

MICHIGAN MILL & ELEVATOR FOR SALE—One-half interest in 100-bbl. mill, elevator, coal and cement business. One of the best mills in the state. For particulars address W. S. Pratt, Durand, Mich.

ELEVATOR AND LUMBER YARD doing good business in Northern Iowa. Splendid opening for right man. Write at once if you want an unusual opportunity. Address Mac, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Any part of the corporate stock of the best money-making line of 14 elevators in the grain belt—basis \$65,000—buyer must assume full management and be the right party. John A. Rice, Frankfort, Ind.

FOR SALE—Line of elevators doing a good business in Southwestern Minnesota. Local and crop conditions never better. Houses all in good repair, equipped with good machinery. Line always been a money maker. Full particulars on application. Address Minnesota, Box 6, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR FOR SALE, located on Union Pacific R. R. in Central Nebraska. Double dump, 10 h. p. electric motor, cheap power, also one 8 h. p. F. M. gasoline engine, for reserve. Office, scales and large store house and cribs. Best location in town. Lease renewed for five years. For further particulars write H. P. Neilson, Lexington, Neb.

FOR SALE—25,000 bu. Elevator, nearly new, cribbed and modern in every way, equipped with dump scales; gasoline engine and cleaner, large office; located in the best Grain producing part of Minn. in a good little town, one other elevator, good competition, price \$4,200.00; reason for selling have other interests. Address B., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

EASTERN ILLINOIS 30,000 bu. elevator on I. C. R. R. for sale. Handles 200,000 bu. Price \$9,000. Address C. A. R., Box 10, Grain Dealers Journal, Chicago, Ill.

FIVE ELEVATORS FOR SALE—On C. M. & St. P. R. R. Either separately or as a line. A rare opportunity. Address B. B. S., Box 10, Grain Dealers Journal, Chicago.

FOR SALE—A good paying elevator, in north central Indiana, in good wheat, oats and corn belt. A bargain if sold soon. Address S, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR at one of the best points on Big 4 in Ohio for sale. Good country, good roads and fine people. I want to quit the grain trade. Address Max, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, FEED-MILL AND LUMBER BUSINESS for sale. In thriving town in best farming section of Mich. Best of reasons for selling. Price right—cash or part on time. C. A. Kern, Auburn, Bay Co., Mich.

FOR SALE—Grain elevator with slate roof, all in good condition, 12,000 bus. capacity; on B. & O. Ry., in good grain locality of DeKalb County. Will sell \$3,200.00. Address LaDue & Carmer, 205 E. Columbia Ave., Fort Wayne, Ind.

ELEVATOR FOR SALE—We offer the best elevator bargain in the state of Ill. for \$12,500. Only ele. at station. 2 good RRs., fine town (1500 pop.) blk. land terr. very large, schools, churches, banks, ships about 250,000, everything correct. Come or meet me QUICK. All sizes & prices of Ind. & Ohio elevators, some choice bargains. John A. Rice, Frankfort, Ind.

WILL EXCHANGE FOR LAND, Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR, GRIST MILL, CIDER MILL and vinegar factory, all connected, situated in Eastern Kansas in a fine, thriving country; the only plant of its kind within a radius of 15 miles; gas power; good shipping point on A. T. & S. F. R. R.; good money maker; also 6 lots of ground adjoining buildings and depot; sidetrack to mill door; owner leaving for Europe. For further information address, Star, Box 9, % Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bushel elevator, new last year. All complete with cleaner, Fairbanks Automatic Scale, and Foss Gasoline Engine. Office and scales separate from elevator. In a small growing town in one of the best wheat and corn districts of Kansas. It more than paid for itself last year. Located in Central Kansas on the A. T. & S. F. Priced low if taken soon. Poor health reason for selling. Address Kans., Box 10, care of Grain Dealers Journal, Chicago, Ills.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE. 35,000 cap. Very modern, steam power. Town of 1,500. No competition. Reasonable terms. Address Jas. M. Maguire, Campus, Ill.

ELEVATOR LUMBER YARD AND BANK for sale. No competition. Station handles 350,000 to 400,000 annually. Very reasonable and a money maker. Address Jas. M. Maguire, Campus, Ill.

GRAIN, COAL, POULTRY & EGG BUSINESS in southeastern Iowa. Only Grain dealer in town of 600. Also seven room house and two lots with barn 20x20 ft. Full description by letter. Reason for selling lack of capital. Address J. G. P. Box 7, Grain Dealers Journal, Chicago, Ills.

FOR SALE—One elevator. Everything new and up to date; 22-h.p. Foss engine; capacity 25,000 bu., which is now full. Will handle 100,000 bus. of corn this season. Locality on the M. O. P. R. R. at Inola, Okla.; price \$6,000; terms to suit the purchaser; reason for selling I have other business. Address W. L. Harris, Inola, Okla.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg. terra cotta engine room and office, private loading switch and groun, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

BEST paying wholesale grain and transfer elevator business in Texas for sale. Including several country stations. Good trade established in young and growing grain country. Will pay 25% on investment. Worth \$20,000. Will sell cheap. Good reasons for selling. Cash or approved notes. Address TEXAS, Box 8, care Grain Dealers Journal, Chicago.

FOR SALE—Rare opportunity. Best elevator in both house and location in Eastern Indiana, doing an extra good business in grain, flour, feed, coal, hay, cement and live stock. In buying one need not consider the live stock business, unless he so desires. No elevator better equipped for handling grain in every way; can take care of it as fast as it can come in. Three good dumps, four stands of elevators, best of car loader; everything up to date. Elevator on our own ground. Has 500 bu. hopper scales, also 100 bu. hopper scales, cement block boiler room, everything in first class shape and repairs, nothing lacking in any way; in a fine town of 600 inhabitants, graded school and two good churches. Will sell all or half interest in business. J. W. Owens & Son, Saratoga, Ind.

ELEVATORS WANTED.

GOOD INCOME PROPERTY in Illinois and land in Oklahoma to trade for elevator. Address Box 902, Enid, Okla.

HAVE SOME GOOD LAND I wish to trade for elevator property in N. D., S. D. or Minn. J. J. Brady, Doran, Minn.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—A good paying elevator in the corn and oats belt of Indiana, handling plenty of grain but not much side lines; for cash. Send full description and cash price first letter. Address Charles, Bx. 11, Grain Dealers' Journal.

FARM LANDS.

HERE ARE TWO BARGAINS—We have 640 acres of land in Sherman Co., Nebr. 160 of this is good farming and alfalfa land, on cedar creek and running water all the time; the balance that is not farming ground is the finest hay and pasture land; all bluestem grass. It has a good 4 wire fence, no improvements, and only 6 miles from one town and 7 miles to another and 8 miles to the other, and in a good farming country. Here is a chance for a good investment to buy and sell to make money, or to make a No. 1 stock farm out of it. Can raise your own alfalfa and corn. This is worth \$25 per acre of any man's money, but we can sell it if taken at once for \$22 per acre.

Also have a good quarter section, 5 miles from McCook, Neb., half smooth; 40 acres in cultivation; balance good hay and pasture land. Can sell this for \$2,500 if taken soon. Let us hear from you, we will make you money. W. A. Knuth & Co., Oxford, Nebr.

IF YOU WANT A BARGAIN HERE IT IS—320 acres 5½ miles from Loup City, Nebr., half of this is fine valley land, level as a floor on the loup valley. One hundred and sixty acres is all ideal alfalfa land, balance is rolling but the finest pasture and hay land; there is 165 acres in cultivation now, 45 acres of this is in fine alfalfa; 75 acres more can be put in cultivation, soil is dark loam; this has been a poor year for corn in Nebraska but the corn on this farm is turning out from 40 to 50 bus. to the acre, 160 acres is all fenced with three wires, 65 acres under hog tight fence. Good three-room house, barn 24x40, hog house 15x56, wagon shed, milk house, etc., one good well and mill. This is an ideal stock farm in a fine locality on 2 railroads, town of 1500, if you want something that will make you money, here it is. Let us hear from you at once if you want it. Price only \$40 per acre, and it will not last long at the price on the market, for a fine corn, wheat and alfalfa farm. Let us hear from you. Address W. A. Knuth & Co., Oxford, Nebraska.

FERRETS FOR SALE.

4000 FERRETS—Prices and Book mailed free. N. A. Knapp, Rochester, O.

MILLS FOR SALE.

ALFALFA MILL FOR SALE—In best Alfalfa Belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Alfalfa, Box 6, Grain Dealers Journal, Chicago, Ills.

FOR SALE—Splendid corn meal mill in Southern Kansas. Ridiculously cheap figure. Growing and profitable business. Now in operation. Address Kemper Grain Company, Coffeyville, Kansas, or Kansas City, Mo.

FOR SALE OR TRADE—20 ton capacity Alfalfa Mill, warehouse, wagon scales, lease on 20M bus, elevator, corn grinder, cleaner with all necessary machinery for handling grain and feed, good city trade established. Membership on the Wichita Board of Trade. Union Grain & Com. Co., Wichita, Kans.

ENTIRE PLANT of PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark. for sale. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2500 sacks corn chops. Plant is located on two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, Lock Drawer "W", Little Rock, Ark.

ELEVATOR BROKERS.

BUY AN ELEVATOR that will make you money. We can save you money. Try us. Tri-State Elevator Co., Hicksville, O.

WE MAKE a specialty of selling flour and grist mills. If you want to buy or sell property of this kind please write us. Fidelity Realty Syndicate, Equitable Bldg., Baltimore, Md.

IF YOU WANT to buy or sell an elevator or mill quickly, list it with us. No sales, no commission; cost you nothing to list with us. Write us: Northwestern Brokerage, Mason City, Iowa.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

YOU GET VALUE RECEIVED when you buy an elevator from us. We confine our efforts to choice elevators, favorably located in the grain producing sections of Ohio, Indiana and Michigan. Write us now. Tri-State Elevator Co., Hicksville, O.

ELEVATORS FOR SALE—A large list to select from and am sure I can suit you in an elevator if you will just let me know the kind you want. Have some very desirable points that will require an investment of around \$20,000. Others from \$5,000 up. Will be glad to show them. Jas. M. Maguire, Campus, Ill.

HELP WANTED.

WANTED—All-round elevator man, one who understands Gasoline Engine; also willing and capable of doing the office work if necessary. Address, Indiana, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—Accurate, intelligent hustler to manage transfer elevator doing mixed car business. One who is conversant with rates and all-round grain business. Capable of managing good-sized plant. Have good opening for such a man. Will pay salary and part profits. Must be thoroughly capable and give bond. State experience and salary expected in first letter. Address Transfer, Box 11, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED PARTNER—or will sell best grist mill in DeKalb. All new machinery. Grinding to suit customer; present owner musician. Address Geo. Rietz, De Kalb, Ill.

PARTNER Wanted with \$50,000 to \$75,000 to take active or silent interest in best Transfer Elevator and Wholesale Grain business in Southwest. Will pay 20 to 30% on investment and good salary. For particulars address TOG, Box 8, care Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

POSITION WANTED as Mgr., Bkkr. or assistant Mgr. of small line of elevators; experienced, employed. Ask for particulars. Austin, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED: — By all around grain man, as auditor, asst. mgr., or any good position. Employed. Write for particulars. Address, Austin, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED, A POSITION on the road as a solicitor, by a young man with several years experience in grain business. Can furnish references. Address J. C. K., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By competent all round elevatorman as buyer for elevator in Neb. 40 years old, married. Good grader, etc. Best references. Now employed in elevator, but wish change. C. R. Smith, Box 18, Bellewood, Neb.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

WHAT HAVE YOU to offer a business man severing his connection as President of a leading Corporation, now member of a prominent Commercial Exchange, capable of looking after any business connected with Milling Industry, desires position as Manager of Mill or Elevator, Commission or Brokerage Houses, Flour, Grain or Feed business, who can earn \$5000 per year or better. Wide acquaintance, sober, reliable and hard worker. Will go East or West.

Address RELIABLE Box 11, care Grain Dealers Journal, Chicago, Ill.

AGENTS.

BIG PROFITS—Selling vulcan fountain and stylo Pens. Well advertised; easy to sell. Write for catalog showing liberal discounts. Ullrich & Co., 27 Thames St., New York.

AGENTS, our vest-pocket Vaporizer is your harvest; astonishes everybody. Neat, novel, and saleable. Write for exclusive territory, samples, etc. E. J. Worst, Ashland, O.

OFFICE APPLIANCE.

SAFE. A good second hand Diebold safe, size 12x15x20, for sale. A good country grain office safe. L. J. Button Ele. Co., Sheldon, Ia.

FOR SALE—ADDRESSOGRAPH EQUIPMENT, as good as new; material for handling 5,000 three line addresses; bargain. Hardwood Record, 355 Dearborn St.

ELEVATOR SUPPLIES.

WE GUARANTEE OUR REBUILT PUMPS to be equal to new in efficiency and durability; pumps, compressors and engines repaired, bought, sold and exchanged. The Pump Shop, 170 N. Desplaines St., Chicago, Ill., Tel. Monroe 700.

SANITARY DUST PROTECTORS. "An ounce of prevention is better than a pound of cure." Get one of my dust protectors and save your lungs. Made of rubber with automatic valve. \$1.00 postpaid. Jacob G. Meier, Russell, Kan.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

FOR SALE—One 32" iron split pulley 12" face 2 1/2" bore. One 6 1/2" flexible loading spout 7" opening 6" discharge. Prices right. Hockman & Collier, N. Hampton, Ohio.

GRAIN FOR SALE.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

BUCKWHEAT FOR SALE.

RECLEANED GRAIN Japanese Buckwheat for sale. Dry and free of straws and gravel. H. B. Low & Son, Orangeville, Pa.

BUCKWHEAT GRAIN.
BUCKWHEAT FLOUR.
BUCKWHEAT GROATS.
FOR SALE BY
MINER-HILLARD MILLING CO.,
WILKES-BARRE, PA.

GRAIN WANTED.

QUOTE ME on all kinds of grain and feed. Isaie Laplante, Fall River, Mass.

I AM always in the market for corn, oats and hay. C. H. Lumsden, Raleigh, N. C.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

QUOTE US red and white oats, corn, corn chops, bran, cane seed, alfalfa, timothy and prairie hay. We buy every day. Doggett Grain Co., McKinney, Tex.

CORN WANTED—500 Cars for 16 stations on C. M. & St. P., C., B. & Q. and C., R. I. & P. Rys. North Mo., all season. Quote us regularly on ear and shelled corn, bran, shorts, oil meal and feed of all kinds. Alley Grain Co., Mercer, Mo.

WE WANT Barley, Cane and Millet Seed, Low Grade Wheat, Bran, Shorts, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. Address Pittman & Harrison Co., Sherman, Texas.

SEEDS WANTED.

SOFT WINTER WHEAT WANTED—Submit samples for quick prices. Perin Bros., Cincinnati, Ohio.

SEEDS WANTED—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad. Dept., Grain Dealers Journal for particulars.

SEEDS WANTED—We are buyers of low grade clover seed and tailings. Send average samples and lowest prices or we will make prompt bid. Kerr Bros., Bellefontaine, O.

FIRST CLASS EUROPEAN SEED HOUSE wishes offers of Alsike, Red Clover and Timothy seed from such dealers who have no agents in Europe. Apply to I. L. Radwaner, New York.

CLOVER SEED WANTED—Any quality or condition; buckhorn lots a specialty; also clover tailings. Send fair average samples with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, Ohio.

INFORMATION FREE.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

SALT FOR SALE.

WANTED—Elevator companies to write us for prices on our high-grade salt in new barrels. Colonial Salt Co., 317 Dearborn St., Chicago, Ill.

SEEDS FOR SALE.

MINNESOTA SEEDS for sale. Clover, Alsike and Timothy. Minnesota grown. Write for samples and prices. R. E. Jones Co., Wabasha, Minn.

Northern Grown
Winter Wheat and Rye,
Timothy Seed and Early Ohio Potatoes.
N. J. Olsen Co., Moorhead, Minn.

SEEDS FOR SALE—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

WRITE US FOR QUOTATIONS on kaffir corn and milo maize. Will quote sacked or bulk delivered anywhere. New crop will soon be moving. The Western Grain Co., Wichita, Kan.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jaspar, Newsum & Co., New Madrid, Mo.

FOR SALE—MILLET SEED a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

BUCKWHEAT Grain. Poultry Wheat. Soft Winter white and red wheat. Sulphured and clipped oats. Choice Rye. **STOCKBRIDGE ELEVATOR CO.,** Jackson, Mich.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

KAFFIR CORN—Are you interested in Kaffir Corn. If so, correspond with us. We make a specialty of and are the largest shippers in the world, direct from the field. We are always situated to fill orders promptly. Samples and delivered quotations furnished on application. Wire or write your wants. J. C. Haines & Co., Augusta, Kansas.

FLOUR AND FEED STORE.

FOR SALE—Flour and Feed store with cornmeal, buckwheat and Feed mill all complete. Doing a good business. Will sell reasonable. Everything new. Would trade for small farm in Ohio or Indiana. Address J. J. W., Box 10, Grain Dealers Journal, Chicago, Ill.

LUMBER MILL FOR SALE.

FOR SALE—Lumber factory with 2 acres land. Planing mill with sawmill attached along side of H. V. R. R. with side track now in. Good location and at a bargain. Address Box 824, Upper Sandusky, Ohio.

POULTRY FOR SALE.

RHODE ISLAND REDS—The great utility fowl. Every Elevator operator should have some. Old and Young birds for sale. Address: Grove Poultry Yards, Downers Grove, Ills.

CLOVER we buy and sell. If you have any or want any, please ask us for samples and prices. We can do you good.
STOECKER SEED CO., Peoria, Ill.

FRANK W. NOBLE
SOUTHWICK, MASS.

Dealer in Rice, Pearl and Eight-Rowed

POP CORN

Shelled or on the Ear. In Bags or Car Lots.

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MUSTARD SEED

Mail sample and quote price delivered.

Gorgas-Pierie Mfg. Co., Philadelphia, Pa.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

SALVAGE GRAIN
OFF GRADES and
DAMAGED GRAIN

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

We Sell

OKLAHOMA

GRAIN ELEVATORS

WEATHERWAX & CO., Sapulpa, Oklahoma

Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

FOR SALE



For particulars see "Elevators" For Sale columns of this Journal.

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

WE BUY PURE SOFT WINTER WHEAT
CHOICE WHITE CORN (either ear or shelled)
Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

SEEDS WANTED

Kaffir Corn, Milo Maize, Cane Seed,
Broom Corn, German, Siberian, Early
Fortune Millet and Sunflower Seed.

Send Samples and Quote Prices in Car Lots.

THE QUAKER OATS CO., CHICAGO, ILLS.

ESTABLISHED 1855

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WHOLESALE MERCHANTS in CLOVER and GRASS SEEDS.
SPECIALTY: REDCLOVER, WHITECLOVER and ALFALFA.

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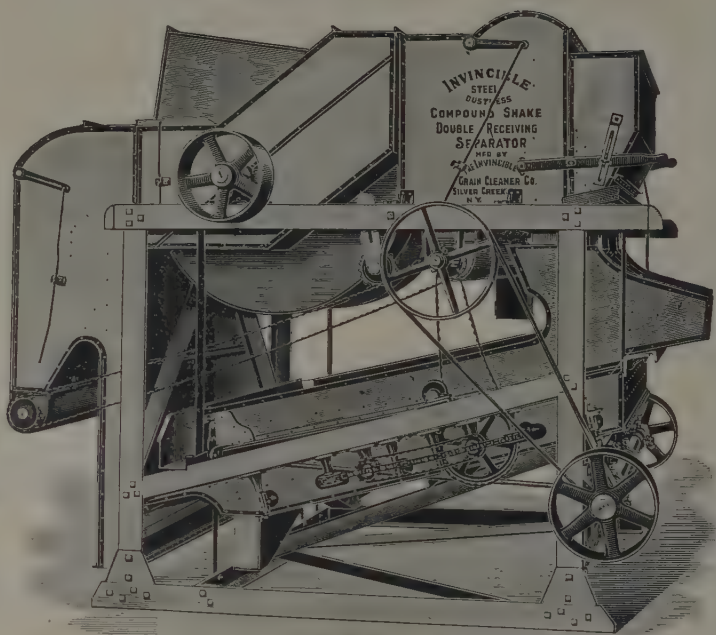
WE are always buyers of American Clover and Grass Seeds, and Siftings and Screenings of same. Buy smaller and larger quantities. Please send large samples with lowest price delivered New York or c. i. f. Hamburg. Will make payment in New York through our bankers there.

We are also large exporters of European Clover and Grass Seeds, our special lines being Red Clover, White Clover and Alfalfa. Will be glad to have your inquiries for samples and prices. Our New York agent is Mr. I. L. adwaner, No. 539 E. 149th Street.

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STEEL
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GRAIN DEALERS' JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 10, 1909.

SEED SHIPPERS can often obtain a handsome premium for choice stock by watching the announcements in our "Seeds Wanted" columns.

EUROPE continues to buy Chinese soy beans in large quantities, using them for feed and food, so that the foreign demand for all American grains will be affected by this new factor in the trade.

CARS leaking in transit, when discovered, should be reported to the Grain Dealers Journal for free publication in the hope of assisting shipper to prove his claim of loss and collect for shortage. If you will report leaks you perceive other shippers will do likewise and maybe help you to collect.

UPON several occasions during recent years experiments have been conducted with corn cobs in the hope of using this waste product in the manufacture of something which would increase the net revenue per acre from a field of corn. So far about the only revenue producing outlet for this by-product has been limited to adulterating feedstuffs and as fuel. Experiments are now being conducted with the fluff from cobs as a filler for pillows. The husks of corn were used in the early days as a bed tick filler, but were never popular except with keepers of boarding houses and country hotels.

RECENT MOISTURE tests of new corn show Iowa corn to be in exceedingly bad condition and much of it must be handled quickly if at all. Ohio and Illinois corn contains considerable moisture, while Indiana corn seems to be in fairly good condition.

CARS are becoming scarcer and scarcer, according to reports from different grain centers, and even country shippers are beginning to complain, so that every shipper who contracts to deliver within a short time may be unable to fill his contract, tho not from any unwillingness on his own part.

NOW THAT the Western Union Telegraph Co. has been absorbed by the telephone trust the improved service which is promised to patrons will be likely to result in increased tolls, followed by the establishment of independent lines connecting the different grain exchanges of the country.

RECEIVERS who make prompt returns to shippers and forward all certificates of leaks, weight and inspection with the account of sales earn the thanks and patronage of the shippers so served. Promptness not only helps the shipper, but it enables him to keep a closer tab on the condition of his business.

A CORRESPONDENT in our Nebraska news column, this number, shows an alarming sickness to be taking off cattle and horses in the vicinity of Sargent after they have eaten corn stalks in the field. The cause will be investigated. Should others learn of similar occurrences we will be pleased to have the facts.

A MENACING fire hazard which has existed in an elevator for years too often leads the owner to feel that his plant is safe; when, as a matter of fact, the longer the hazard remains uncorrected, the more dangerous it becomes. Whenever a fire insurance inspector calls your attention to a hazardous condition, get busy and in the interest of your own business correct it at once.

JUDGE KOHLSAAT, of the United States Circuit Court, today issued an injunction restraining Sidmon McHie, a bucket shop keeper, and his Capital Investment Company, from using the market quotations of the Chicago Board of Trade. The proceedings were instituted by the Postal Telegraph Cable Co., and other telegraph companies, which claim that the defendants were obtaining the quotations without a contract from the Board of Trade. This offender has been operating a number of bucket shops around the country under different names, so the plaintiffs in this case have taken the precaution to secure an injunction restraining him from organizing another company for the purpose of carrying on his bucketshop business.

A GOOD DRIER is sure to be needed for the safe handling of much of the corn grown this year in Iowa, Nebraska and some parts of other corn growing states. A drier is no longer an experiment. The results are assured and the man who knows how to operate the machine can dry his grain exactly as he wishes.

SHIPPERS who experience difficulty in collecting for grain doors supplied to carriers can obtain reparation by taking the matter up with the Interstate Commerce Commission. Some carriers are so very small they will not stipulate their willingness to compensate the shipper in one of their freight tariffs. Until they do so they have not authority to rebate to any shipper.

DAMP CORN cannot be shipped from northern states to gulf ports safely or profitably. New Orleans export elevators are not permitted to load out corn which is likely to heat; hence, the only demand for low grade corn is from the local consuming trade. Shippers whose corn is not dry should divert it elsewhere or else dry it before shipping it.

WORK on the Erie canal, which the state of New York is greatly enlarging and improving to accommodate large barges, is again in progress and enthusiastic believers prophesy that the work will be completed by 1914 and the rail freight rates to the seaboard regulated. It may be that by that time the United States will be consuming all of its grain at home. Politicians in their eagerness to get a lion's share of the \$110,000,000, being spent on the canal, have greatly delayed the work.

BALTIMORE exporters are credited with being afraid to buy contract corn in terminal markets having rules providing for the delivery of 3 corn at a penalty, because they doubt if it would keep until it arrived at Baltimore much less carry to Europe. While 3 corn must be considered a commercial grade, all 3 corn cannot be safely exported and those who are engaged in that trade must confine their dealings to markets where they can buy grain to meet the needs and wants of their foreign customers.

OVERDRAFTS against shipments express a lack of confidence in the consignee and generally have the effect of irritating and filling with suspicion the consignee so drawn on. It is much more profitable and far more satisfactory for shippers to confine their dealings to firms in whom they have the utmost confidence, regardless of the extra half or three-quarters of a cent offered by others. Where parties are always disposed to deal fairly, honest differences can generally be adjusted satisfactorily and without a great loss to either party.

AN EASTERN correspondent complains most bitterly of the reluctance of railroad claim agents to consider fair claims filed. It is generally supposed by members of the grain trade that a freight claim department is designed primarily to wear out and discourage claimants and seldom do the claim officials seem to make an honest effort to settle fairly with any claimant. Their dilatory practices and short rebuffs daily rob thousands of what is justly due them. Only the bully who will not be put off or bluffed seems to be able to obtain justice at their hands.

SHIPPERS who have been victims of misquotation of freight rates by carriers will be pleased to learn that a California court has decided that the carrier must stand by its bargain to make a low rate, as reported in "Grain Carriers," this number. The court's declaration that the road entered into the contract with the full knowledge of the law and that there was no reason why the shipper should suffer in order that the carrier might escape the penalty for rebating places the responsibility for the infraction of law on the guilty party.

GRAIN and hay dealers of northeastern Indiana are working to bring about a general recognition of the advantages of written contracts to both buyer and seller. At a recent meeting this association adopted resolutions recommending written contracts to insure acceptance on the part of buyer and delivery on the part of seller of grain contracted. Slowly but surely grain dealers everywhere are coming to recognize the advantages of the written contract and no doubt the day is not far distant when country buyers will refuse to buy farmers' grain for future delivery unless the terms of the contract are placed in writing.

WESTERN elevator men, who are so unfortunate as to have their house built on railroad right-of-way will be somewhat relieved to know that the western roads are not the only ones advancing the rental charge. Last year the Mich. Cent. R. R., which owns a number of elevators on its right-of-way, adopted a new rental basis and now charges the equivalent of 6 percent interest on a fair valuation of land and building, and the railroad company sees to it that the valuations are high enough to bring in a good rental. This too in spite of the fact that the Mich. Central uses the first story of many of these elevators as a freight shed, thereby increasing the fire hazard and the cost of insurance. When country grain shippers build their own elevators on their own land, they will be free from the petty annoying rules and regulations of the greedy carriers, but not until then.

SPECULATORS who complain of the bias of crop reports from foreign grain producing countries, circulated by private wire houses, should bear in mind that they can circulate false reports if they so desire without even going to the expense of sending a man to visit the foreign country. The trade will soon discriminate against the false reporter and quickly detect any tendency to falsely report conditions. Only those who deal heavily or have a large line of customers can afford to indulge in the expense of special reports, but none can long strive to deceive.

MILLING IN TRANSIT, storage and cleaning in transit privileges are all to be investigated and reviewed by the Interstate Commerce Commission in the near future, when a hearing will be granted to the different parties at interest. Although the grain men have not been mentioned or specified in the first announcement of the call, no doubt they will see to it that they have a voice in the discussion of the proposed abolition of these privileges. Many thousands of dollars have been invested in plants at junction points for the cleaning and transferring of grain, which work to the great advantage of shippers west and buyers east, as well as to the grain carriers.

NEW RAILROAD regulations will be provided for at the present session of Congress to overcome the unreasonable arbitrary rulings and regulations of the carriers, many of which have been instituted as measures of spite against shippers for supporting the Interstate Commerce bills. Iowa's junior Senator is especially active in demanding the enactment of a law which shall result in the publication of railroad tariffs in such form that they will be easily understood by shippers. It is also designed that after the rates have been reviewed and published by the Interstate Commerce Commission no changes will be made thereafter unless first approved and published by the Commission. Many other changes have been suggested and recommended by different parties at interest, all of which are more or less needed, but none will be enacted into law unless the shippers of the country are more vigilant than ever before, as Congress seems disposed to do nothing until the railroads have overcome the smarting from the last legis-

COMPETITION among country grain buyers may be a good thing for grain growers temporarily, but not always in the long run; and frequently is very expensive to the competitors. At some stations buyers are now contracting grain and actually promising to give the farmer the rise in the market should it advance by the time delivery is made. In other words, the country buyer virtually gives the farmer a *put* without limitation as to price or quantity, a privilege which could not be purchased in a speculative market; and yet the very buyers who are giving this privilege to the growers wonder why they experience difficulty in realizing a living profit from the large volume of business they conduct. If the grower desires to sell his crop let him sell it at the prevailing price and enter into a written contract to deliver at the stipulated price. Then are his interests and the interest of the buyer equally protected. Giving him the rise in the market is unnecessary and unfair to the buyer, who is willing to take the fall in the market.

A NORTHWESTERN correspondent in this number calls attention to the holding of grain by northwestern farmers who are holding in store on their farms and at country points and giving no indications of a desire to sell. Wheat sold at so much above the average price received by farmers last year that more were expected to hold part of their crop this year than for many seasons passed, and it is not quite certain that they will not profit by the operation. The grower surely has as much right to hold the cash stuff and speculate on the prospects of a rise in the market as anyone else.

THE CORPORATION TAX.

Every corporation will soon be called upon by the Federal Government to contribute 1 percent of its net income in excess of \$5,000 to the government. Individuals and co-partnerships will escape the tax and imposition. The opposition to the tax is rapidly gaining force and protests are daily being filed with the President and members of Congress. It is admitted that haste in the drafting and adoption of the law resulted in a very imperfect piece of legislation; uncertain as a revenue producer, impracticable, unreasonable and according to the opinions of many lawyers of standing, unconstitutional.

Corporations now pay the states by which they are licensed fees and real taxes, and in some states they also pay a capital stock tax and other taxes, so this latest tax from the Federal Government will be sure to drive many of them out of business, as they will not be able to compete with their untaxed neighbors in the same line of business.

SHIPPERS AT MERCY OF BUNGLING RATE CLERKS.

Errors in quoting grain rates and in stipulating routing, as is evidenced by letters published in this number in our departments of "Asked-Answered" and in "Letters from Dealers," show the growing necessity for shippers to make every effort to post themselves on the legal rates. Judging from the number of simple errors made by division freight agents and other freight traffic officials high in authority, many errors are being made solely for the purpose of capturing business and with the full knowledge of the error. Under present conditions shippers are at the mercy of the freight men and must expect to be imposed upon.

Until the law is amended so as to provide some protection for shippers every shipper is deeply interested because at any time the rate he has been paying on shipments, may be found to be several cents under the legal rate and the law requires the railroad company to collect from him any undercharge, notwithstanding he may be forced to do business at a loss or his business wrecked. It behooves every shipper to appeal to his representative in Congress to grant some relief from this dangerous legislation.

Senator Cummins has introduced a bill, which, if enacted into law, will provide for a fine of \$300 for carriers when they fail or refuse, upon demand by a shipper, to give a written and accurate statement of the rate between any two given points. Such a law would have a tendency to check the eagerness of freight traffic officials who seek to obtain business by misquoting rates.

INCREASED MINIMUM WEIGHTS.

After several months' consideration the Central Freight Ass'n is today meeting in Chicago to discuss the proposed increase in the minimum weights on carload grain. It is proposed to establish the following as the minimum:

| | |
|-----------------------------|-------------|
| Barley | 62,400 lbs. |
| Corn, rye and flaxseed..... | 67,200 lbs. |
| Oats | 51,200 lbs. |
| Wheat | 66,000 lbs. |

If this action is taken it will necessitate the overloading of many cars. Country shippers who desire to ship grain of uniform grade will oftentimes be put to the necessity of loading in some inferior grain in order to make up the carload, and the interior buyer of the consuming sections of the country will be greatly handicapped because he has neither storage room, capital or business to justify the purchase of grain in such large quantities. Such an enforced change in the business would result in the establishment, at every eastern junction and crossing-point, of large grain storehouses which would keep large quantities of each kind of grain on hand and sack it to make up mixed carloads to meet the varying demands of the trade of the small retailer. In other words, it would necessitate one more handling of the grain on its way to the consumer, and carriers would have one more chance at it.

The rail carrier can handle a large car about as cheaply as a small car, but the domestic trade of the country does not need or want larger cars. They are a handicap rather than a help. If the railroad companies see fit to insist upon elevators on wheels being substituted for box cars in the movement of bulk grain then a lower rate per 100 lbs. should be granted on the elevator load.

ANOTHER FLY-BY-NIGHT DISAPPEARS.

Some country shippers "who have not time to read" have recently been caught by a fly-by-night who rented an office in Toledo and solicited shipments under the name of Esterman & Co. After getting control of several cars of grain the whilom receiver hastily departed for new fields without remitting for the grain.

Nearly every month we warn our readers against having any dealings whatever with non-members of exchanges in the organized markets, yet at frequent intervals we public facts regarding shippers who have recklessly consigned grain direct to unknown fakers without even availing themselves of the protection offered by shippers order Bs/L and drafts against the grain.

In the last four months shippers have been duped in this way by so-called receivers at St. Joseph, Mo., Minneapolis, Minn., Detroit, Mich., and now at Toledo. We do not know that shippers have not been imposed upon by receivers in every other market through the medium of the same game, but we have published facts in these four cases.

The so-called receiver generally paid nothing for his office furniture or rent, principally because he did not stay long enough in one place. This Journal will not knowingly accept advertising from firms in organized markets who are not identified with the regular grain exchanges. Members of such exchanges are much better equipped to serve shippers and it is difficult to understand how non-members can handle grain consignments as advantageously as members. Nearly every market has one or two firms attempting to do a grain receiving

business without joining the grain exchange, principally because they expect to escape enforced arbitration and the exchange rules designed to insure fair dealing by staying without the pale of the organization. Such firms should be avoided.

THE VENTILATED CORN CRIB.

Many of the corn cribs, built for country elevator men nowadays by up-to-date builders, are provided with bottoms hopping toward the middle which contains a passage way and conveyor belt to facilitate the emptying of the crib by mechanical means and to provide ventilation which shall prevent the heating of the grain. Many reports have already reached us of new corn having been thrown out of cribs because it was getting soft instead of drying out as expected.

The old style 16-ft. crib⁸ can be used if the users will but place, lengthwise through the middle, cribbing in the form of an equilateral triangle, having sides of about 4 ft. This will permit the circulation of air through the crib and up through the corn in a way that will carry off much moisture and greatly reduce the chance of heating even in wet weather. The expense of such a ventilator is small but the benefit large.

UNIFORM GRADES FOR MISSOURI.

Members of the grain trade everywhere will be gratified to learn that the Railroad and Warehouse Commission of Missouri has adopted the uniform rules governing the grading of grain as drafted by the Grain Dealers National Ass'n at its Indianapolis meeting last October; same to become effective Jan. 1, 1910. Naturally some of the millers and grain dealers in attendance at the hearing took exception to minor provisions of the rules, but the desire to give the country uniform rules overcame their objections and brought uniformity nearer than it has ever been before.

With uniform rules east of the Rockies the members of the trade will know what is intended when a man in Kansas City sells a man in Atlanta No. 2 white oats.

It is not possible that the grading in any market should always prove satisfactory; nor is it likely that the rules as they now read will stand the test of practical use. These defects can and will be remedied later. Uniformity can never be realized until we first have uniform rules for classifying grain. It should make no difference to the inspectors or, for that matter, to any one identified with the trade as to what the rules provide. The simple adoption of the same rules by all grain inspecting authorities can be accepted solely as their expression in favor of uniformity and fairness, and against a multiplicity of rules which facilitate and foster trickery. The present inspection authorities, with the aid of members of the trade, can be depended upon to change the rules if practice proves they need changing.

The Missouri Commission adopted a supplementary rule which will receive the prompt endorsement of every buyer. It provides that "whenever it is evident that wheat screenings or other grain dirt has been mixed into wheat the same shall not be graded better than rejected."

The experience of the wheat trade during recent years has established a deep set prejudice against the mixer and no doubt rules in the future will be established for the prime purpose of checking his deterioration of grain.

About the only important markets re-

fusing to adopt the uniform rules are export markets which, jealous of one another, fear the loss of trade should they be the first to adopt the new rules. Let us hope that their false fears may be dissipated and uniformity be extended to all eastern and southern markets.

Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

L. S. & M. S. 79,433 passed thru Raymond, S. D., over the C. & N. W. Nov. 28 leaking wheat at side of car over wheels.—C. C. Smith.

M. & O. 17,610 passed thru Petersburg, Ill., Nov. 20 northbound over the C. & A. leaking wheat along side of car; no chance to repair it.—J. Colby Beekman, sec'y and treas. Five Point Grn. Co.

Soo 16298, leaking wheat badly at wheat door and at sheathing on side of car passed thru Braddock, N. D., Nov. 9; tried to fix it best I could, but train did not stop for 5 minutes, so could not repair properly.—F. L. Griffiths, agt. Minn. & W. Grn. Co.

C., O. & G. 28334 (Rock Island) passed thru Brighton, Ill., Nov. 8 southbound on the C. & A., leaking white oats over both drawbars. Drawbar and part of one end torn out; shortage will be large.—Russell S. Brown.

C. R. I. & P. 57293, passed thru Haverhill, Kan., Nov. 5, on Frisco local eastbound; leaking wheat on both sides and at rear end.—Brown & Brown.

Elevation Allowance Order Again Postponed:

On Nov. 26 the Interstate Commerce Commission issued an order postponing until Apr. 1, 1910, the effective date of its ruling against the payment of allowances by railroads to operators of elevators for elevating grain.

After several former postponements the decision of the Commission was to have become effective Jan. 1. Meantime the Union Pacific and the Burlington roads have taken the matter into court and argument will be heard in the U. S. Circuit Court for the eighth circuit. The Commission says:

"Our order in these cases turns only against points upon the Missouri River, and one ground most earnestly insisted upon by the petitioners is that to stop the granting of the allowances upon the Missouri River while they continued elsewhere would be to create a serious discrimination against that locality. This is self-evident.

"A cardinal consideration in reaching our conclusion was the belief that in no way could discrimination and preference be prevented except by the complete prohibition of the payments and privileges.

"The principle of our decision applies everywhere. We expect that the decision will be universally accepted by carriers. It is incredible that in the midst of the present demand for an increase in freight rates any railroad can be found which will insist upon a continuance of this practice, the only effect of which upon the railroad is to deplete its revenues and demoralize its rates.

"If, however, this turns out to be otherwise, the Commission will proceed in the most expeditious manner to enforce its ruling. If the payment of the elevator allowance, and what amounts to the same thing, the granting of free elevation, cannot be prohibited everywhere, then it ought not to be prohibited upon the Missouri River."

Corn Show at Omaha Opens.

The third National Corn Exposition opened at Omaha Dec. 6 and will continue until Dec. 18. At the opening hour words of greeting were telegraphed by Sec'y Wilson of the U. S. Dep't of Agri. and Pres. Diaz of Mexico. A feature of the Exposition is the Mexican National Band which will furnish music for the show. At the opening session the speakers included Eugene Funk, pres. of the National Corn Growers Ass'n, and Mayor James C. Dahlman of Omaha.

More than 50,000 ears of corn will be exhibited at the Omaha show. While other grains will be displayed, corn will rule supreme. The prizes to be distributed will aggregate \$50,000. The greatest public interest, perhaps, will center in the contest for the largest and finest ear of corn grown in the country during the year, for which a Tiffany gold and silver cup, the famous Kellogg corn trophy, will be awarded.

Every corn growing state will be represented in the exhibits, as well as every variety of corn grown. Including the decorative effects, ranging from a landscape done in corn to the latest thing in millinery copied in maize, the show will boast more than 8,000 separate exhibits.

The Union Pacific has cut rates for the Exposition to 1c per mile in the state of Nebraska and on its lines west, including Colorado and Wyoming, it has made the round trip rate equal to one and one-half fares. The Rock Island, the Burlington, the C. & N. W. and the Missouri Pacific have announced a fare of 1½c per mile in Nebraska.

Some resentment has been expressed by the Exposition officials over the attitude of the C. M. & St. P. road toward the show. That road is preparing to put on a show of its own in Omaha, during the exposition, to which visitors will be admitted without charge. While it is admitted that the other roads are "boosting" the show, the action taken by the Milwaukee line is interpreted as a "knock."

A Wagon Train of Grain.

The accompanying engraving shows a train of ten wagons attached to a traction engine bringing grain to the eltr. of the Cargill Eltr. Co., at Lidgerwood, N. D.

The outfit belongs to Flauss Bros. and the capacity of the train is 700 bus. The shipment shown was brot from Eddy, S. D., a distance of 18 miles, over some hilly roads. The cost of hauling grain by this method of transportation is given as 3c per bu.

Carl Lawdahl, agt. of the Cargill Eltr. Co. at Lidgerwood, writes, "steam has superseded horse power."

I want the Grain Dealers Journal; cannot do without it.—L. R. Good, Bloomdale, O.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO MEASURE EAR CORN IN CRIB.

Grain Dealers Journal: Please give us the correct way to figure the number of bushels of ear corn in a crib.—Flaig Bros., New Madison, O.

NO MARKET FOR FLAX STRAW.

Grain Dealers Journal: In reply to the inquiry by A. W. Swinton in this column Nov. 25, we would state that we never knew a carload of baled flax straw to arrive on this market. Some time ago we had occasion to investigate the possibility of marketing flax straw, but found no users of it. Our suggestion is that it be used near home as the freight rate would be prohibitive.—W. R. Mumford & Co., Chicago, Ill.

DRYING CORN AT NEW ORLEANS.

Grain Dealers Journal: Have receivers at New Orleans a right to dry corn sold for No. 3 to the No. 2 grade when it fails to grade No. 3? Have they a right to put the corn thru the drier at the shipper's expense and dry it to the point of No. 2 corn, and then account to him as for No. 3 corn?

I maintain that this corn should be taken from the drier as soon as it reached No. 3, as the shipper is bearing the expense attached to the drying. I would like to hear from others thru the Journal along this line.—Jas. F. Umpleby, Pana, Ill.

HOW MANY DAYS' INTEREST SHOULD BE CHARGED?

Grain Dealers Journal: On Nov. 24 we loaded a car with corn for Chicago; on Nov. 25th we mailed the B/L to Chicago; on Nov. 26th the receiver mailed us a check; on Nov. 27th we received check; car was unloaded on Nov. 30th.

According to the rules of the Chicago Board of Trade how many days' interest should be charged to us?—Dryer & Burt, Champaign, Ill.

Grain Dealers Journal: Interest should be charged from Nov. 26 to Nov. 30, at least 4 days. The interest stops when the car is weighed and certificates furnished by the Board of Trade Weigh-

master.—James Bradley, chairman Finance Committee, Chicago Board of Trade.

Grain Dealers Journal: In this case I should say 5 days' interest should be charged.—Frank M. Bunch of Rumsey & Co., Chicago, Ill.

IS PRICE QUOTED F. O. B. OR DELIVERED?

Grain Dealers Journal: On my request for bid on 100,000 bus. corn an exporter wired me an offer, "Bid 59 cents first half of November shipment for No. 3 or better corn, Galveston terms," and I accepted on 80,000 bus. Buyer claims that this closed the contract, but I hold that the contract was not complete and required a further explanation as to whether the prices named in the telegrams were f. o. b. my track or f. o. b. Galveston.

When no place is stated in bid is it to be understood tacitly that the quotation is for grain at destination or at point of origin? I would like to have the opinion of other shippers on this point.—M. S.

HOW TO USE CURRENT FROM TRACTION LINE.

Grain Dealers Journal: We are erecting a new elevator and are negotiating with the Illinois Traction Co. for power from the trolley circuit, and would like to put the motor in the basement which is entirely of concrete 12 ft. high. According to Art. "G" on page 14 of the 1909 Electrical Rules it seems the proper kind of motor may be installed in basement. The elevator is over 100 ft. from the electric line and no doubt the wires could be run under ground and enter the building thru the concrete, not coming into contact with any portion of the wooden structure.—J. S.

Ans.: If "J. S." will arrange with the traction company for the installation of separate transformers and the supply of power on its distributing system instead of from the trolley circuit then an induction motor without brushes may be installed in the basement without any deficiency charge, the only charge being for motor and for taking current from outside. This installation would require no extra motor room.

If taking current from the trolley wire direct is insisted upon then the rules of the insurance companies on "trolley circuits" would apply. This would require the motor to be installed in a fireproof room with no direct openings into the mill or elevator proper. In this case a door from the motor room into the elevator basement would require a deficiency charge, and if the power were transmitted by belt this would require another deficiency charge.

Inasmuch as the building has a concrete basement a room partitioned off with concrete, tile or brick walls, and concrete or tile ceiling will comply with



Ten Wagons and Traction Engine Hauling Grain to Elevator at Lidgerwood, N. D.

the rules requiring the motor to be located in a separate building.

The first arrangement, transformers and an induction motor, is undoubtedly the best from an engineering and insurance standpoint. The second may be used if "deficiency charges" are added to the rate of insurance in accordance with rule on page 14 of the code. If the latter system is used the wires should be brot into the building either under ground or thru the concrete wall into the motor room.

MISQUOTATIONS ON FREIGHT RATES; WHAT CAN SHIPPERS DO?

Grain Dealers Journal: Please advise what shippers are to do when even Division Freight Agents misquote both rates and routings?

We have just had an instance where a freight rate was requested of the L. S. & M. S. Division Freight Agent, from Jackson to Xenia, O., and were informed that the Cincinnati rate would apply if routed via C. H. & D. We routed the car accordingly and paid an overcharge of 2c per cwt. for which we filed a claim for overcharge and the claim department promptly declined the same, advising us that the rate, as assessed, was correct, considering the route over which the car traveled.

We then went back to the Division Freight Agent with a request for information as to why the claim was declined and he promptly advised us that he was sorry, but his office was in error and should have told us that the Cincinnati rates would apply if routed via P. C. C. & St. L.

We have referred this to the Interstate Commerce Commission, but there is small prospect of its being paid, as Xenia is not intermediate to Cincinnati on the direct and main line of the C. H. & D. Had the Division Freight Agent said that the Cincinnati rate would apply, and left off his routing instructions, our claim would have been of some value, because the P. C. C. & St. L. was also a party to their tariff and Xenia was intermediate to Cincinnati on their line.

We have just had another misquotation from the Division Freight Agent of the Grand Trunk on several cars to a point in Kentucky. He advised us that the rate to this point was 8c over Jeffersonville, Ind., but now when we make a claim for overcharge he advises that he was in error and should have said 8c over Louisville. This same Division Freight Agent refused to allow the same cars to go via either T. & O. C. and via Toledo or via Cincinnati Northern at Jackson, but a few days after the cars had gone forward the matter in the meantime having been taken up by the interested intermediate carriers, he advised that either routing was satisfactory. It is a matter of record that the routings and percentages via C. & N. at Jackson are covered by the Grand Trunk Division Sheet No. 495, which has been in effect since 1904. We believe the routing was changed on these several cars simply to give the Grand Trunk a larger percentage, as it was not supposed at the time it was done that the interested carriers, which we wanted to favor, would ever know the difference.

It is plain to be seen from the above that we must get higher authority for rates and routings or else trust to luck. If a Division Freight Agent cannot give a correct rate, and is ignorant of the division and percentage sheets, published by his own line, which have been in effect for five years, we do not see how shippers can be expected to know, especially about the divisions and percentages, as they are not given to the public, and are not on file.—W. E. Shelden, Secy. Stockbridge Elevator Co., Jackson, Mich.

Ans.: If principal is liable for the acts of its agents, as is generally supposed, then relief might be obtained in a civil suit for damages.

The Interstate Commerce Law requires carriers to collect any deficiency in rate collected under the legal rate, but forbids carrier to rebate any overcharge. The Interstate Commerce Commission occasionally orders reparations, but such procedure requires much time. If all shippers will appeal to representatives in Congress for relief from the rank injustice the law will soon be amended.

HOW TO DETECT SULFUR ON OATS?

Grain Dealers Journal: Some few years ago the Journal published a simple method for determining the presence of sulfur on oats, the sulfuring of oats having become a common practice. In what number of the Journal did the article appear?—E. F. Dennis, assistant grain inspector, Cincinnati, O.

Ans.: The test by which any grain man can easily determine the presence of sulfur on oats or barley with certainty, even tho the bleaching be very light, was described and illustrated in the Journal for Mar. 25, 1904, page 313. The same test has since been described in a Circular No. 40 issued recently by the Bureau of Plant Industry of the U. S. Department of Agriculture, Washington, D. C.

HOW TO COLLECT FOR GRAIN DOORS?

Grain Dealers Journal: I have had a claim of \$70 for grain doors used in July and August, 1908, on file with the railroad company over a year and up to the present have not collected anything. Have there been any decisions of court that the carrier is liable to the shipper for the full value of the lumber furnished? I would like to learn of any decisions that would help me.—W. E. Clark, Sawyer, Kan.

Ans.: The Interstate Commerce Commission made a ruling last spring that any railroad company desiring to refund to shippers expenses incurred in preparation of cars and in the construction of grain doors should file its stipulation with the Commission in a tariff, otherwise it would be considered a rebate and a violation of the law.

We suggest that application be made to the Interstate Commerce Commission at Washington for reparation and no doubt it will be ordered, as the Commission is entirely in sympathy with shippers in this matter and has ordered a number of reparations, notices of which have been published in the Grain Dealers Journal from time to time.

Exchanges Join the Council of North American Grain Exchanges.

The directors and boards of governors of the different grain exchanges, who have considered the plan of the organization adopted by the delegates at Chicago Nov. 15, have signified their approval on hearing the report of the proceedings from their delegates.

All but one of the 20 exchanges invited to participate have written advising Pres. S. P. Arnot of their intention to join the Council of North American Grain Exchanges at the earliest opportunity. The Nashville Grain Exchange writes that it can not join now, but contemplates doing so later.

By action of their official boards the following grain exchanges have already become members of the Council: New York Produce Exchange, Toledo Produce Exchange, Chicago Board of Trade, Omaha Grain Exchange and Kansas City Board of Trade; and in view of the favorable letters received a good representation of the grain exchanges of North America will participate in the annual meeting on the first Monday in February.



Chas. Kennedy, Buffalo, N. Y., 3d Vice-Pres. Council of Grain Exchanges.



Portrait by J. C. Strauss.
N. L. Moffitt, St. Louis, Mo., Director Council of Grain Exchanges.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

LEAKAGE IN TRANSIT; HARD TO COLLECT CLAIMS.

Grain Dealers Journal: I note that considerable stress is laid in the Journal on the leakage in transit reports; but find almost every leak reported in the west. There is no question that the railroad abuses its customers on matters of this kind.

It is also very hard for a claimant to get his just claims paid without a tremendous fight. For the last two years I have had considerable experience with railroad claim agents, both by correspondence and personal contact, and have found few who are inclined to do what I consider the square thing without a hard scrap. There should be some publicity and attention brot to bear on this phase of the business thru the Grain Dealers Journal.—Fred L. Cressey, Boston, Mass.

WHEAT GROWERS HOLDING REMAINDER OF CROP.

Grain Dealers Journal: Weather for the threshing and the marketing of the crop was never more favorable than it has been all fall. Fully 60% of the wheat crop of the Northwest has already left the farmers' hands. There has been no carrying charge, and cash wheat has sold at fancy premiums over the options all fall, and as a result line companies as well as the farmers' houses and independent grain dealers have pushed the stuff forward with all dispatch possible, and consequently stocks in the country elevators are far below the average.

True, the country has produced a large crop—we may have a surplus of about 100,000,000 bus.—the professional speculator knew this some time in advance of the farmers, and consequently sold the crop and forced the prices well below \$1. figuring that the farmer would be obliged to sell at the price fixed for him. But the farmer of today is not the farmer of a few years ago. The farmer of today is a conservative and practical business man, and so situated financially that he is not obliged to sell unless prices are satisfactory.

The day is past when the speculator can sell the crop for the man who has produced it, and a surplus of 100,000,000 bus. need not be a load on the market. We are not dependent upon an export demand to take it off our hands this month or next, but the farmers themselves are well able to carry it, and will carry it unless prices are entirely satisfactory. And a price that will satisfy the farmers for the balance of the crop will be a price considerably above the figure at which the first part of it has moved.

In my opinion, the wheat crop as well as the flax crop of the Northwest has been very materially over estimated.—T. H. Hagen, Mgr. Stair, Christensen & Timmerman, Minneapolis, Minn.

NEW STORAGE RECEIPT OF NORTH DAKOTA.

Grain Dealers Journal: About the only decided change made in the storage receipt adopted by the North Dakota Railroad Commission for the use of public grain elevator companies is in the fourth paragraph, which provides that "the same amount and quality of grain for which the receipt is issued shall, at the option of the holder of the ticket, be delivered to him either at the terminal or at the place of original delivery. This paragraph reads almost verbatim with the section of the North Dakota law relating to storage tickets and the commission construes it to mean that at the option of the holder of the ticket he may demand the delivery of the grain to him at the terminal after giving the company issuing the ticket sufficient notice and time to have the wheat delivered at the terminal in the usual course of transportation."—Thos. Hall, sec'y North Dakota Railroad Commission, Bismarck, N. D.

CONDITIONS AT NEW ORLEANS.

Grain Dealers Journal: Being called to New Orleans, in the interest of the Illinois Grain Dealers' Ass'n, it would perhaps be of interest to the trade to know something of that market.

The terminal facilities of New Orleans are unexcelled in any port of the country. Elevators with a capacity of 2,000,000 bus., docks to load ten ocean going vessels at one time, extensive railway yards and adequate driers, make a complete whole of equipment. Perfect cleanliness and order were apparent everywhere.

New Orleans has not adopted the Uniform Grades, promulgated by the Grain Dealers' National Ass'n. There is no appreciable demand in that market for low grade corn. All corn grading under No. 3 has to be conditioned by drying, and they follow the usual methods of drying, and extract sufficient percentage of moisture to make the grain carry for export. The understanding in New Orleans seems to be that natural corn exported will carry a greater per cent of moisture than dried corn; consequently, corn which shows a large percentage of moisture is dried to such a condition as experience has demonstrated is necessary to make it safe as an export product. This is sometimes quite expensive to a country shipper, who has taken a chance on New Orleans grading.

New Orleans' charges for inspection and weighing are only 75c per car, but a dockage is taken of 2 lbs. per thousand, which is one bushel for every five hundred. This is deducted from the car weight, and as sales are made under the present custom, is taken from the shipper. No report of the condition of cars on arrival is made to the shipper by the Inspection Department unless the shipper makes a request for such information, tho the investigation of the car is made by the inspector and kept on record in the department. Every dealer who ships to New Orleans should ask the chief inspector for a certificate showing the condition of the car on arrival.

In a conference with the grain committee of the Board of Trade all matters affecting the trade were very fully discussed. Opportunity was given for examination and investigation of all the methods and practices of the market. Every courtesy was extended, and there were frequent remarks by those present

that such meetings and discussions were beneficial to the trade generally.

On returning from the south a day was spent at St. Louis. Illinois corn was grading finely, about 85% grading No. 3 or better.

East St. Louis has adopted the Uniform Grades. Gradually the uniform rules are prevailing, and soon they will be the governing rule for all markets.

St. Louis Merchants' Exchange is making earnest efforts to mend some of the charges at that market. The matter of team track charges has been a source of annoyance to Illinois shippers for a good while, and that there may be relief therefrom is welcome news. Yours truly, S. W. Strong, Sec'y, Pontiac, Ill.

BIDDING MORE THAN MARKET JUSTIFIES AT NEBRASKA STATIONS.

Grain Dealers Journal: I see in the Journal for Nov. 25th in the Nebraska news column that the Uddike Grain Co.'s agent has been arrested for violating the laws of the state. The facts are misleading and so intentionally as given to you.

The facts are that the Uddike Grain Co. has been paying from three to five cents a bu. more for grain in Harvard, Neb., than in Eldorado, only seven miles away, where it has no elevator to buck. This has been going on for months instead of one day, as stated in the Journal.

The Uddike Grain Co. has paid the farmer for his wheat in wagon load lots more than it would bring after it was loaded in the car on track at Harvard, Neb., and then make a profit on the grain bought at Eldorado and Stockham, Neb., on the same road, and the freight rate the same at all three points.

This is the reason for the action taken. If the company wants to buy grain at a loss in Harvard, Neb., because of a farmers' elevator, let it buy it at a loss at all of its hundred or more stations and we will not say a word. Yours truly, G. R. Allbee, Harvard, Neb.

RAISING THE MINIMUM CAR LOAD WEIGHTS.

Grain Dealers Journal: We are advised today by the Michigan Central that General Freight Agents in C. F. A. territory are again agitating the advancement on minimum carload weights on all kinds of grain and are trying to get an expression from the shipper as to the advisability. We understand the schedule is as follows:

Barley, 62,000 lbs.; corn, 67,200 lbs.; oats, 51,200 lbs.; rye, 67,200 lbs.; wheat, 66,000 lbs.

Of course, where cars of less capacity than the above are placed the minimum capacity of the car will govern. We believe, tho, that this would work a hardship on many loaders and also on many of the buyers, as at many country points it is not always possible for them to put this much grain into cars, the loading of which to be governed by the above weights. Track buyers would prefer to handle large cars rather than small ones, but it often happens that customers cannot handle cars loaded as heavily as indicated. It would seem as tho a little agitation with the Division Freight objectionable points raised regarding this advance in minimum rates might be effective.—Very truly yours, Stockbridge Agents by some of the shippers and the Elevator Co., W. E. Shelden, Jackson, Mich.

INCREASED COST OF TELE- GRAPHING.

Grain Dealers Journal: A neat little pamphlet entitled "Postal Telegraph," dated Dec., 1909, dealing with the recent advance in toll rates on cipher messages, bore on its cover the following excellent sentiment from the address of Phillips Brooks on "The Duty of a Business Man." "Sad will be the day for every man when he becomes absolutely contented with the life that he is living, with the thoughts that he is thinking, with the deeds that he is doing; when there is not forever beating at the doors of his soul some great desire to do something larger which he knows he was meant and made to do, because he is still the son of God."

Certainly a grain man cannot "be content with the thoughts that he is thinking," with rates being increased, "with the deeds that (the telegraph companies) are doing," and "there must forever beat" at his soul a desire to see the government control the telegraphs the same as the postal service.

One-half pence a word is the rate all over the United Kingdom (England, Scotland, Ireland and Wales). Minimum is 12 words, 6d, including the address. For instance, if you send a message Glasgow to Belfast it is 1/2d a word, same as if sent from London to a suburb. This certainly is cheap telegraph service, and Englishmen on our Exchange state it is efficient.—Edward Beatty, New York City.

ERRONEOUS QUOTATIONS OF FREIGHT RATES.

Grain Dealers Journal: In the Journal of Nov. 25, page 663, we note the remarks in regard to errors in quoting freight rates. This is a practice that has worked a hardship thru the East for some time.

We have had several bills presented to us recently on grain that was consigned two or three years ago, where the B/L rate was less than the tariff at the time this stuff was shipped. The points of shipment were such that it was impossible to tell the exact rate from the usual tariffs that our grain men would have on hand.

The railroads have demanded that we pay this additional rate altho we had sold the grain and remitted balance due consignor two or three years ago. We think this is a matter that the Grain Dealers Journal ought to take up. In this connection P. W. Coyle, commissioner of the St. Louis Business Men's League, wrote E. E. Clark, Interstate Commerce Commissioner, who replied:

In reference to Ruling No. 3 in Bulletin No. 1, "that the commission adheres to its previous ruling that carriers must exhaust their legal remedies to collect undercharges from the consignee," I would say the previous ruling was of date June 4, 1907, and was to the effect that it was the opinion of the commission that "the carrier is in duty bound to take all necessary steps to collect the full tariff rate." The law requires that carriers shall charge, demand, collect and receive the lawfully established rate in effect at the time. The law does not place upon the carrier a greater obligation to collect the tariff rate from the consignee than from the consignor. The law course, generally speaking, there are more instances in which the freight is paid by the consignee than by the consignor, but there are numerous instances in which the consignor is actually the party who is responsible for the freight charges. It was therefore an erroneous statement in our Bulletin No. 1 to add the words "from the consignee," and the ruling should be read as if those words were eliminated.

The contention of Mr. Coyle is that an undercharge must be collected from the beneficiary. That is to say, if the con-

signee is benefited by the error of the railroad, effort to collect must be directed against him; but if, on the other hand, the consignor is the beneficiary of the undercharge, the additional amount necessary to yield to the transportation lines such revenue as should accrue to them under the published tariffs must be paid by the consignor.—L. A. Morey Co., New York, N. Y.

NEBRASKA'S LAW AGAINST DIS- CRIMINATION; A CORRECTION.

Grain Dealers Journal: Believing that you have been misinformed and probably have not read the Nebraska law, we are writing you in regard to your editorial, "Price discrimination against sections in Nebraska."

You say: "The prime purpose of the law is to prevent firms operating grain elevators at many different stations from destroying competition at other stations."

We believe if you had said, "The prime purpose of the law is to prevent firms operating grain elevators at many different stations from injuring or destroying the business of a competitor in any locality," you would have given a more correct meaning to the law. The law provides as follows:

12012. Discrimination by Seller, Forbidden.

"Any person, firm or company, association or corporation, foreign or domestic, doing business in the state of Nebraska and engaged in the production, manufacture or distribution of any commodity in general use, that shall intentionally, for the purpose of destroying the business of a competitor in any locality, discriminate between different sections, communities, or cities of this state by selling such commodity at a lower rate in one section, community or city, than is charged for said commodity by said party in another section, community or city, after making due allowance for the difference, if any, in the grade or quality and in the actual cost of transportation from the point of production, if a raw product, or from the point of manufacture if a manufactured product, shall be deemed guilty of unfair discrimination, which is hereby prohibited and declared unlawful; * and any person, firm, company, association or corporation, foreign or domestic, doing business in the state of Nebraska and engaged in the business of collecting or buying any product, commodity or property of any kind, that shall intentionally, for the purpose of injuring or destroying the business of a competitor in any locality, discriminate between the different sections, communities or cities of this state by buying any product, commodity or property of any kind, and paying therefor a higher rate or price in one section, community, or city than is paid for the same kind of product, commodity or property by said party in another section, community or city, after making due allowance for the difference, if any, in the grade or quality and in the actual cost of the transportation from the point where the same is purchased to the market where it is sold, or intended to be sold, shall be deemed guilty of unfair discrimination, which is hereby prohibited and declared unlawful."

By saying that "by paying a higher price elsewhere, freight rates considered," you are making a misrepresentation. The Nebraska law as to that portion reads as follows: "and paying therefore a higher rate or price in one section, community or city than is paid for the same kind of product, commodity or property by said party in another section, community or city, after making due allowance for the difference, if any, in the grade or quality and in the actual cost of the transportation from the point where the same is purchased to the market where it is sold or intended to be sold, etc."

This does not compel a line elevator company to pay the same price for grain regardless of grade and only taking into consideration the freight difference.

We also maintain that where a line ele-

vator company comes in competition with a one-house company, should this local firm be the aggressor in making or paying a higher price for grain than is being paid at surrounding stations, and the line elevator company meets these higher prices at this one station and does not do so at its other stations, the line elevator company can not be deemed guilty under this law. The intent to injure or destroy the business of a competitor by unfair discrimination must be proven.

We do not wish to be considered as passing upon this law as to whether or not it is constitutional or unconstitutional, nor upon the case now before the Nebraska court, as we know nothing whatever about the conditions or facts leading up to the arrest of the Uplike Grain Co.'s agent at Harvard, as that is for the court to say.

Trusting that we have made ourselves clear as to our understanding of this law, we are, yours truly, S. & G. C.

CLAIM TO MILL ALFALFA THE PROPER WAY.

Editor Grain Dealers Journal: In your issue of Nov. 25th, under the head of "Alfalfa Meal in Disfavor" you state that, "many dealers in the East are turning down the finely powdered alfalfa meal, and that the same is not up to its expectations."

This applies only to the mills that grind by attrition or friction, and to meet this very objection the Consolidated Alfalfa Milling Co., of Oklahoma City, Okla., is manufacturing a mill composed first, of a cutting machine; second, a drying machine and third, the grinding and sacking machinery. This mill will handle either green or dry alfalfa, either loose or in the bale.

In milling green alfalfa, it is taken as soon as it is mown in the field and fed into the cutting machine, which operates on the same principle as a silo cutter, cutting the alfalfa into short lengths of one sixteenth of an inch or shorter. It then passes into the dryer, which is twenty-five feet in length and six feet in diameter of cylinder shape, containing fifty 4-inch steam pipes running the whole length. These pipes are filled with live steam from the boiler and an average of 275 degrees of steam heat is maintained inside the drum. The drum is 4 inches lower at the discharge end than at the front end and revolves 7 revolutions to the minute. The finely cut alfalfa passing from the cutting machinery into the front end of the dryer is carried by gravity as the drum revolves, out at the rear end of the dryer in about seventeen minutes, dry and cured. It is then run directly into the packer and sacked.

If a finer meal is desired, the dry alfalfa is then run through a grinding machine and reduced to whatever degree of fineness desired. The cutting, however, is considered all that is required. The engine to run this machinery is 35 horse power and the boiler 100 horse power.

In grinding green alfalfa the product of this mill has the highest percentage of protein contained in any meal on the market; so found by recent chemical analysis at the University of Oklahoma, by the State Chemist (16.85% protein), by reason of the following facts: First, we save all leaves and small branches, which contain 70 to 80% of all of the protein in the plant. Second, by using green alfalfa in the manufacture of our meal, the stalk is cut into fine pieces from one-

sixteenth to a thirty-second of an inch in length, *not ground*, and not producing any dust. It is then subjected to a very high heat ranging from 250 to 300 degrees F. Third, in this process of drying the watery constituents of the plant are driven off, and owing to the high heat the protein is subjected to, it is coagulated within the fiber of the plant and is not lost by slow evaporation, as is the case when alfalfa is dried in the sun or air. Furthermore, the product of our mill has a higher food value by reason of its quick digestibility, owing to the fact that it is partially manufactured into peptones during the process of manufacturing. By reason of having perfect control of the heat we can absolutely mill to sample, making every ton alike, choice "P" green meal. Very truly, Consolidated Alfalfa Milling Co., by R. S. Rowland, Pres., Oklahoma City, Okla.

OBJECTIONS TO CAR LOAD MINIMUMS.

Grain Dealers Journal: There are many good reasons why the minimum weight of car loads of grain should not be increased as proposed by the Central Freight Ass'n. The first and great objection is, that it will drive small retailers out of business who have close quarters and small capital, and who as a general rule are very good buyers. Many of them now have hard work to find ample room to keep a stock of grain sufficient to compete with neighbors fortunate enough to have ample room for a larger stock.

For the sake of an illustration we will take a dealer who is running a retail feed store in the city of Pittsburg, Pa., where room and space count for more than money. It makes no difference how small a business it may be, it naturally necessitates a stock consisting of grain, hay, straw, mill feed, etc., and in order to accommodate what is called a small retail feed store and business, the dealer has to have room sufficient to carry in stock at least one car of wheat; one car of rye; one car of flour; one car of shelled corn; one car of ear corn; one car of first-class oats; one car of a poorer grade; one car of wheat straw; one car of oats straw; one car of middlings and one car of bran; besides the many articles such as corn meal, grits, stock food, ground feeds, oil meal, grass seeds and many other articles which go to make up an ordinary feed store business.

Think for a moment and consider the amount of space this little stock requires. It is very bulky, and it requires much more space to acquire a living profit than 90% of any other retail business. The question comes to our mind, what are these small dealers to do if they are going to have to accept 57,000 lbs. of oats to put in a 3,500-lb. capacity bin; a 67,200-lb. car of rye; a 66,000-lb. car of wheat and a 62,400-lb. car of barley to fill their 4,000-lb. bins. Think of receiving a 67,200-lb. car of ear corn. This means more than any box car of the present capacity would hold, but taking it for granted that they would hold this amount, think of the wonderful amount of space that a dealer would have to have to handle ear corn; especially if he kept yellow and mixed corn separate.

This, of course, would apply to all commodities that would come under grain and grain products and would add very materially to the list of different necessary stock. With this proposition in view we naturally ask ourselves the

question, What will be the result? There is only one thing that presents itself to the mind of the writer, and that is, that this dealer will either have to go out of business or look for a location where there is available room.

Even with this secure it does not solve the problem entirely; it requires almost as much again capital to finance the business, and in many cases sacrifices a lifelong location of business, which far years has been the means of livelihood for that class of dealers. It can and may mean an absolute destruction to their business. It means to drive out small capital, and it simply says to the ordinary feed store man "get off the earth" with your little business, let someone who can and will furnish the room and capital take your life business. In other words, you haven't made good; you haven't kept pace with the times; get down and out and give someone who has been more fortunate than you a chance to better the condition of trade. You have now been in business twenty-five years at the same old stand; you commenced with the minimum car load of 30,000 lbs. and have failed to keep up with the mighty railroad and steel corporations; you haven't been able to water your stock sufficient to tear down and build greater. Money and incorporated wealth say you must go; you are a great hindrance to our stock holders' semi-annual dividends.

It means to tell the small dealer that the railroad company can transport 1,000,000 lbs. of grain and grain products as cheaply as they can 40,000 lbs., and if the little jobber and retailer cannot take care of it and pay for it, that they have large elevators at the terminal markets which they own and will accommodate any size car or even a train load. It means that if the small dealer must have grain, that these large elevators are fixed to bag it and ship it in less than car loads at local rates, which, of course, would be a great benefit to the railroad company's dividends.

It is not practical to load these cars so heavy as the Association proposes. The railroads are constantly increasing their capacity by enlarging their trucks, but when it comes to the box part of their cars, they are unable to withstand the jams and rough usage that they are compelled to undergo while in transit if loaded up to the capacity contemplated by the Central Freight Ass'n.

Think of loading new corn 67,200 lbs. and shipping it to some interior dealer who has no room for hot corn. If this is to be forced upon the grain shipping interests of the United States we can see no other way to protect the grain shipping interests than to start a movement among our farmer friends and grain shipping interests for Government Ownership of railroads. The writer has always been opposed to this proposition, but the railroads of the country seem determined to press the public to the last ditch. Why not the public try its strength once? Yours truly, Grant McMorran, St. Paris, O.

Wheat production in the six countries of the northern hemisphere, which in 1908 produced practically two-thirds of the world's supply, has increased nearly 300,000,000 bus. in the crop recently harvested. These countries embrace the United States, Canada, France, Hungary, Russia and Roumania, and the figures are gathered from the latest estimates published of the production for each country.

Crop Reports

ILLINOIS.

Bloomington, Ill.—We haven't handled a car of new corn because it won't grade.—A. V. S. Lloyd, mgr., Hasenwinkle Grain Co.

Forsyth, Ill., Dec. 1.—Condition of new corn fair, big movement now, farmers selling freely, crop twice as large as last year. We are paying 50c per bu. About 20% more oats than last year, test 29 lbs. per bu., almost all shipped out.—L. Bowden, agt., Shellabarger Elev. Co.

Lilly, Ill., Nov. 30.—Corn is damp, 20% larger than last, big movement in December, about 25% of corn will be held over till spring. We are paying 52c per bu. Oat crop is 30% better than last year, weigh 32 lbs. per bu., 40% remains to be shipped.—H. W. Jefferson & Co.

Oakley, Ill., Dec. 2.—Corn crop is yielding 40 bus. per acre, very damp, quality will be all right when dried. Farmers holding, we are paying 50c a bu. Almost all of the oats shipped out, test 33 lbs. per bu., 3 times as many oats as last year.—Oakley Grain & Coal Co.

Milmine, Ill., Dec. 2.—Size of oat crop is 40 bus. per acre, 60% remains to be shipped, test 32 lbs. per bu. Corn crop 10% heavier than last year, big movement in Dec. and Jan. Farmers selling freely. Corn is very damp and damaged. We are paying, 50c a bu.—Willis Samuel.

Allentown, Ill., Nov. 30.—Same size corn crop as last year, big movement in December, farmers selling freely. Corn is grading No. 4. I am paying 52c a bu. Good crop of oats this year compared with last, 3/4 of crop remains to be shipped. Test 30 lbs. per bu.—W. S. Russell.

Seymour, Ill., Dec. 3.—One-half of oat crop remains to be shipped, weight 32 lbs. per bu., larger crop than last year. Corn crop is little short this year owing to flood here in July. Condition is good and sound, but too much moisture. Farmers holding. We are paying 51c.—Wm. Murray.

Heyworth, Ill., Nov. 24.—About 20% larger corn crop than we had last year, big movement will commence as soon as corn is in condition. Farmers will hold almost all their corn. Corn is damp, but of good quality. We are paying 50 1/2 c.—E. C. Hollis, Agt., Hasenwinkle Grain Co.

Bement, Ill., Dec. 3.—Corn soft, not as good as last year at this time, same size crop as last year, big movement expected in January. Farmers holding. We are paying 51 1/2 c a bu. About 20% of oat crop remains to be shipped, weight 30 lbs. per bu. Crop 150% of last year.—Bement Grain Co.

Cerro Gordo, Ill., Dec. 2.—About 20% of oat crop remains to be shipped, test 28 lbs. per bu., yield 40 bus. per acre. Corn crop is 20% better than last year, big movement commencing now, one-third of the farmers will hold, corn is grading No. 4. We are paying 50c per bu.—Cerro Gordo Grain & Coal Co.

Emery, Ill., Dec. 1.—Oat crop is much larger than last year, test 32 lbs. per bu., 25% remains to be shipped. Corn is commencing to move freely, 50% larger crop than last year. Farmers are selling freely. Corn is a little green, some grading No. 3. We are paying 50c a bu.—H. Malone, Agt., Shellabarger Elevator Co.

McLean, Ill., Nov. 23.—One-half of oat crop remains to be shipped, average 32 lbs. per bu. Much larger crop than last year. Corn crop is 20% larger than last year, big movement expected in Dec. and Jan., about 1/4 of the farmers will hold their corn, we are paying 50c. Condition and quality is good.—C. C. Aldrich & Son.

Maroa, Ill., Dec. 1.—Larger corn crop than last year, farmers selling freely, big movement expected during this month and Jan. Quality of corn is good, but damp, too soft to handle. We are paying 50c per bu. Oat crop twice as large as last year, test 32 lbs. per bu., 50% of crop remains to be shipped.—M. R. Allsup.

Atlanta, Ill., Nov. 23.—About 15% of oat crop remains to be shipped, average 30 lbs. per bu., 50% larger oat crop than last year. Big movement of corn now, pretty fair quality, 25% larger crop than last year. Farmers who own their own land will hold, but renters will sell. We are paying 50c for corn.—Applegate & King.

Chicago, Heights, Ill., Nov. 18.—Ten per cent of oat crop remains to be shipped, double the crop we had last year, test from 34 to 36 lbs. per bushel. Larger corn crop than last year, condition is fairly good; big movement expected Dec. 30. Farmers holding, I want 55c; I am paying 50c for new corn.—Wm. Konow.

Atlanta, Ill., Nov. 23.—About 1/4 of oat crop remains to be shipped, weight 30 lbs. per bu., great deal larger crop than last year. Corn crop is 33 1/4% larger than last year, big movement as soon as roads permit, farmers selling pretty freely. New corn is pretty damp, but of good quality. I am paying 50c for new corn.—J. H. Hawes.

Maroa, Ill., Dec. 1.—Corn crop is 33 1/4% larger than last year, big movement expected in a few days, too much moisture. Most farmers will hold all they have room for. We are paying 50c. One-half of oat crop remains to be shipped, weight 30 lbs. per bu., about 100% larger than last year.—B. B. Parker, Agt. Shellabarger Elev. Co.

McLean, Ill., Nov. 23.—About 25% more corn this year than last, big movement will commence as soon as weather and roads permit, farmers will hold a good share of their corn, condition is good. We are paying 50c a bus. Size of oat crop compared with last year is 125%, average 33 lbs. per bus., 40% remains to be shipped.—Darnall & Spence.

Bronson, Oakwood P. O., Ill., Dec. 6.—Oat crop is 10% better than last year, about 90% remains to be shipped. Corn crop is 33% larger here than last year; would be a big movement at present if we could get the weather to hold a little too much moisture. One-half of farmers will hold, we are paying 50c.—W. H. Fox, Agt. C. B. Delong.

Dwight, Ill., Nov. 20.—Oat crop compared with last year is much larger; average test is 34 lbs. per bus. Corn crop is some larger than last year; big movement expected in May; those who sell now need room or money. Condition of new corn is pretty good; considerable moisture; we pay 51c for yellow and 50 1/2c for white.—Boston & McClelland.

Lexington, Ill., Nov. 23.—Twenty-five per cent of oat crop which remains to be shipped, crop is 30% larger than last year, weight is 33 lbs. per bus., 30% larger than last year, big movement expected in Dec. The majority of the farmers will hold their corn, condition is pretty good, quality fine. We are paying 51c.—Thos. Shapland, mgr. J. J. Kemp.

Chenoa, Ill., Nov. 23.—Oat crop is 33 1/4% larger than last year, 70% remains to be shipped, average 34 lbs. per bus. Corn crop is 20% larger than last year, big movement will commence as soon as weather permits. Most farmers will hold their corn till spring; corn is of good quality, but too wet. We are paying 52c a bus. for new corn.—Harrison Bros. & Dorman.

Lexington, Ill., Nov. 23.—Size of oat crop compared with last year is 200%, average 31 lbs. per bus., 45% remains to be shipped; 33 1/4% more corn than last year, big movement in Dec. Farmers will hold about 1/4 of their corn, we are paying 51c for new corn, condition is good, it is not grading well just now, but will when weather gets colder.—P. Steiner, agt. Rogers Grain Co.

Pontiac, Ill., Nov. 22.—New corn is damp, quality was better, a week or ten days of cold weather and it will be in fine shape; 25% larger crop than last year; big movement will begin as soon as roads permit; farmers will hold all they have room for. We are paying 51 1/2c. Oat crop is 2 1/2 times as large as last year, 60% of crop remains to be shipped, average 32 lbs. per bus.—Geo. W. Brunsell, mgr. Pontiac Farmers Grain Co.

Pontiac, Ill., Nov. 22.—About 65% of oat crop remains to be shipped, average 32 lbs. per bus.; 15 bus. more corn this year per acre than last; big movement expected in December; most farmers will hold their corn, the rest will sell because they need the money or room. Corn is in bad condition—damp, good quality; cold weather and it will be all right; practically no rotten corn this year at all.—J. R. Arnold, mgr. Rogers Grain Co.

Odell, Ill., Nov. 22.—Oat crop is 190% compared with last year; average 34 lbs. to the bus.; about two-thirds of crop remains to be shipped. Corn crop is about 80% larger than last year; big movement expected in December and Jan. Owing to big crop farmers are selling quite freely, they consider 50c a good price for new corn; quality is good, but considerable moisture; what it needs is good dry weather to put it into condition. We are paying 50c.—J. C. Tobey, mgr. Odell Grain & Coal Co.

Odell, Ill., Nov. 22.—Oat crop is 50% larger than last year, biggest we have had in 8 yrs.; 70% in farmers' hands and in elevators; about 30% better than last year; big movement as soon as weather settles. Quite a lot of the farmers will sell their corn. Corn is soft not very merchantable, too much moisture; quality good.—Gushen & Craven.

Atlanta, Ill., Nov. 23.—We have double the oat crop here this year compared with last; 15% of crop remains to be shipped, average test is 28 lbs. per bus. Corn crop is a good deal larger than last year, big movement will commence when weather settles. Farmers have sold half their corn, will hold other half, corn is damp, but of good quality, we are paying 50c.—W. H. Adams & Son.

Ospur, Ill., Nov. 23.—Corn crop is 10% larger than last year, big movement in December. Half of the corn in this section is already contracted for, quality not quite as good as last year, a little damp. We are paying 50c for yellow and 51c for Dec. delivery. Twice as many oats as last year, 1/4 of crop remains to be shipped, weight is 30 lbs. per bu.—H. A. East, Agt. Shellabarger Elevator Co.

Frankfort, Ill., Nov. 18.—Corn crop is larger, but not as good quality. New corn is soft; with good dry weather it will be all right. Expect a big movement in the part of December. Farmers are holding their corn for higher prices. I am paying 52c for yellow and 51 1/2c for white. Oat crop is twice as large this year compared with last; two-thirds remain to be shipped. Test from 30 to 36 lbs. to the bus.—H. F. Stellwagen.

Aurora, Ill., Nov. 17.—Oat crop is about 20% larger than last year, 36 lbs. to the bushel; 1/2 of oat crop remains to be shipped. There is a larger acreage of wheat this year compared with last. More and more grown every year. Condition is excellent. Corn crop is short; drought affected it; not in good condition for cribbing. Big movement expected in 8 weeks. Farmers still holding. We are paying 60c for new corn. Condition is fair.—S. A. Steck & Co.

Wilmington, Ill., Nov. 19.—About 40% of oat crop remains to be shipped; a little larger than last year; weight 33 lbs. per bus.; 10% larger crop of wheat this year, compared with last. Condition of growing wheat is excellent. Big movement of corn in December if weather permits; new corn is damp; favorable weather and it will turn out all right. Farmers holding all they can; want 70c; we are paying 50c. About 25% larger crop than last year.—Wm. Godel.

Plainfield (R. F. D.), Ill., Nov. 17.—Two-thirds of oat crop remains to be shipped; weight, 34 lbs. per bus. fully as large a crop as last and of better quality. Larger corn crop than last year; big movement expected in December. Many of the farmers will hold their corn; others will have to sell in order to make room for cribbing. Condition of new corn is good; wet weather may ruin some. Paying 51 1/2c for new and 58c for old corn.—G. H. Tower, agt. Kersten & Smiley.

Dwight, Ill., Nov. 20.—Last year farmers only got 30 bus. of corn per acre, this year they are getting 45 to 70 bus.; the quality is good, but damp on account of weather; movement has commenced and farmers will sell all we can take care of if weather permits; they have to sell in order to make crib room. We are paying 51c. Oat crop is almost double that of last year; average weight is 32 lbs. per bus.; 75% of same remains to be shipped.—Harrison Bros.

Clinton, Ill., Dec. 1.—About 1/4 of oat crop remains to be shipped; weight 31 lbs. per bu. Oat crop double last year. Condition of growing wheat good, twice as much sown this year. Corn crop is about same as last year, big movement commencing now. Quality of corn will be good if we have dry weather; we have had so much rain during shelling season in 17 years. We are paying 51c a bu., one-half of the farmers will hold their corn.—A. Harris, agt. P. K. Wilson.

Cayuga, Ill., Nov. 22.—Size of oat crop compared with last year is 150%; average 30 lbs. per bu.; 40% of same remains to be shipped. Corn crop is about 40% heavier than last year; there will be a big movement in Dec. if weather is favorable. The majority of farmers will hold their corn; 30% is already contracted for December delivery. We are paying 51 1/2c. New corn is of good quality, but wet; have had some No. 3; most of it now no grade, but No. 2 in Dec. if weather settles.—Geo. Collins, agt. Pontiac Farmers Grain Co., Cayuga, Ill.

Muncie, Ill., Dec. 6.—Corn crop is same size as last, but better quality, big movement will commence as soon as roads permit, 50% of the corn is contracted, but expect a car shortage. We are paying 50c a bu.—E. A. Purnell, Mgr. B. B. Minor.

Dwight, Ill., Nov. 20.—Corn crop is 33 1/4% larger than last year; a big movement expected in December, condition of new corn is poor, isn't in shape to handle; farmers will hold all they have room for. We are paying 51c. Oat crop is much larger compared with last year, average test is 34 lbs. per bus.; 75% remains to be shipped.—Geo. L. Kern.

Chenoa, Ill., Nov. 23.—About 75% of oat crop remains to be shipped, crop is 40% larger than last year, weight is 32 lbs. per bus. Corn crop is 20% heavier than last year. Farmers not very free sellers, but will have to sell pretty freely because they have so much. We are paying 52c a bus. Condition of new corn is good with the exception that it hasn't dried out.—F. L. Warner.

Cayuga, Ill., Nov. 22.—Much larger corn crop here than last year; big movement expected in December; some farmers will hold, but most have sold, December delivery. Corn is pretty damp, quality good. I am paying 52c ten days' shipment for No. 3 yellow. About 30% of oat crop remains to be shipped, weight about 34 lbs. per bus.; about 4 times as large a crop as last year; oat crop here last year was a complete failure.—C. W. McDougall.

Stronghurst, Ill., Nov. 26.—Corn in this vicinity will average about 35 to 40 bus. to the acre, altho some fields will yield as high as 70 bus. Corn is practically all sold and now and then a few ears of the down corn is becoming moldy, weather has been unfavorable for gathering corn; cold, dry weather is needed to put the corn in shape and even then much of it will be unmarketable; out of 5,000 bus. recently shelled at this station 100 bus. were thrown out because of the muddy condition.—R.

INDIANA.

Huntington, Ind., Dec. 2.—Grain is moving slowly; farmers are holding.—Louis Katterhenry.

IOWA.

Des Moines, Ia., Dec. 2.—Weather is very bad for corn. Our business at the country stations entirely shut off. Cold wave is needed badly.—B. A. Lockwood.

Fernald, Ia., Dec. 3.—The corn crop in this territory is about 90% picked. The fields are in very bad shape, caused by so much rain, and some corn is spoiling. The yield is not up to the early estimates, it averages about 25 bus. per acre of more quality. I think most of the corn shipped from here will go No. 4 and No Grade until in the summer when thoroughly dried out. Do not expect a free movement of corn until in January.—G. D. French, agt. Diamond Grain Co.

Pierson, Ia., Dec. 4.—The weather has been very bad for corn husking; only about 50% of the crop has been gathered and considerable complaint is made about it spoiling in crib, especially what was gathered early. At least 30,000 bus. of old corn in hands of farmers tributary to this station. Only about 30% of oats that will be sold has been marketed. Farmers are bullish on both corn and oats. Barley was a poor crop and not much is left in farmers' hands. Very little wheat raised here and that is bot by local mills.—X. X.

KANSAS.

Greensburg, Kan., Dec. 6.—Plenty of moisture and wheat in tip-top shape.—Joe Clark, mgr. Pratt Mill & Elev. Co.

Almena, Kan., Dec. 4.—Winter wheat is in excellent condition here, with an increase in acreage of about 50%. No grain moving on account of bad roads caused by heavy rains and snow during the past three weeks.—E. H. Powell, agt. Central Granaries Co.

Topeka, Kan., Nov. 23.—The last crop report for 1909, which the Kansas Board of Agri. issues today, shows that the state's winter area aggregates 1,539,539 acres, an increase of 13%. As a result of the more extensive growing of this plant the time hay output has phenomenally increased, and amounts to 2,052,927 tons, or 247,151 tons more than the greatest previous yield. It is valued at \$14,343,333, or \$1,078,368 more than the most valuable crop. Winter and spring wheat yielded 80,958,740 bus.; corn, 147,005,120 bus.; oats, 25,588,220 bus.; rye, 355,307 bus.; barley, 3,786,455 bus.; emmer ("speltz"), 1,448,601 bus.; buckwheat, 4,157 bus.; flax, 354,647 bus.; broom corn, 17,094,535 lbs.; millet and hungarian, 424,433 tons; tame, 2,052,927 tons; prairie hay, 1,497,793 tons.—F. D. Coburn, sec'y Kansas Dept. of Agri.

MICHIGAN.

Lansing, Mich., Dec. 7.—The condition of wheat, compared with an average, is 92% in the state and central counties, 90% in the southern counties and upper peninsula and 95% in the northern counties. A year ago the per cent of condition was 75 in the state, 76 in the southern counties, 66 in the central and 83 in the northern counties. The estimated total number of bus. of wheat marketed during the 4 months prior to Dec. 1 was 5,000,000 compared with 4,500,000 bus. marketed during the same period of 1908. Fifty-nine eltrs. grain dealers, and mills report no wheat marketed during November. Condition of rye, compared with an average, is 91% in the state and central counties, 90% in the southern counties, 94% in the northern and 92% in the upper peninsula, compared with 79% in the state, 80% in the southern counties, 73% in the central and 84% in the northern counties a year ago.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Guckeen, Minn., Dec. 3.—Grain is moving very slowly on account of bad roads; expect a good movement as soon as it freezes up. We had one of the best corn crops we have had in many years; but early snow and three weeks of wet weather have about spoiled the corn in the field, as farmers did not have over 3% of the corn husked, and now no prospect of getting into the fields until cold weather.—T. F. Garry, agt. Western Eltr. Co.

NEBRASKA.

Berks, Neb., Dec. 3.—Grain business pretty slack; one-fourth of corn is yet in the field; has been scarcely any shucking done the last 2 weeks account of rain and snow.—F. J. Kernan, agt. H. O. Barber & Son.

Rosalie, Neb., Dec. 1.—Corn husking is at a standstill and has been for 2 weeks; over 50% of corn yet in the field and farmers are much worried about it, fields so soft that a team can hardly pull an empty wagon to say nothing about a load; I think we will not be able to get better than no grade on corn altho farmers are holding for 50c.—P. Christensen, agt. The McCaull-Webster Eltr. Co.

Moorefield, Neb., Dec. 2.—We have had a great quantity of moisture here during November. First had about 10 inches of snow, then nearly 2 inches of rain, following a few warm days. The thousands of acres of wheat planted last fall look nice. Hardly any grain business now as wheat is nearly all in and corn is nearly a failure due to long hot spell in July and August.—James Pearson, agt. Shannon Grn. Co.

NORTH DAKOTA.

Manfred, N. D., Dec. 4.—We have had an average crop of corn, wheat and flax about 12 bus., oats 30, barley 25, flax 9. About 270,000 bus. of all kinds of grain marketed at this point thus far this season. I figure about 35% still in farmers' hands.—Chas. E. Dittus.

OHIO.

Columbus, O., Dec. 1.—Exceptionally fine weather during a greater part of the past month has tended greatly to improve the growing wheat, its condition being now estimated at 93% compared with an average, an advancement of 10% since the issuance of the last report. While the condition of wheat at this time is most promising, in anticipating the result of the future harvest due consideration must be given to the exceedingly small area seeded. The damage to the plant by Hessian fly and grub worm is so slight that no estimates of them are published. The amount of the crop sold as soon as threshed is estimated at 43%. Compared with the condition of wheat as reported on the corresponding date one year ago, its present condition shows an improvement of 33%. The early predictions of a bountiful corn harvest are now fully verified. The estimated corn area as returned by the township assessors was 3,650,825 acres and from this has been produced 121,127,532 bus., an average production per acre of 39 bus. Compared with the estimated harvest of 1908 this is an increase of 17,497,786 bus., the heaviest production since 1906. Correspondents report the quality of the grain as most satisfactory. It is estimated that 4 per cent of the crop was put into silo. The average date of cribbing was October 13.—Ohio Dept. of Agri.

OKLAHOMA.

Tulsa, Okla., Dec. 3.—Corn crop nearly all marketed; farmers sold freely at high prices in early season; crop being lighter than usual is already making strong demand for corn; milfeed and hay also in strong demand; acreage of wheat sown is

10 to 20% larger than that of 1908, and recent soaking rains are causing rapid growth; practically no wheat held in farmers' hands and very little wheat or corn held in eltrs.—Rea-Read Mill & Eltr. Co.

Enid, Okla., Dec. 3.—Replies to 300 letters to dealers thruout the state indicate the corn yield per acre will average 16 bus. with quality generally poor as compared with last year. Forty-one % of the marketable portion of this corn crop has been marketed and 71% of the oats. Reports show an increase in wheat acreage over last year of 15%, and all report condition of growing wheat as good. There yet remains in the farmers' hands 15% of last year's wheat crop according to reports from all parts of the state. A decided decrease is shown in kafir corn; only 76 cars reported and they originate in Grant, Woodward and Woods counties. While the above shows a general average of all reports received at our office, our observation is that reports from the same station vary considerably and our conclusions from personal observation are that the increase in acreage will not exceed 10% and possibly 10% covers wheat remaining in farmers' hands.—C. F. Prouty, sec'y Okla. G. D. Ass'n.

SOUTH DAKOTA.

Loomis, S. D., Dec. 3.—About one-half corn yet in the field, barley very poor crop; wheat average; corn three-fourths; oats two-thirds.—Mac.

Crandon, S. D., Nov. 20.—Had a very good fall for threshing; up to a recent snow storm grain was marketed freely; about 30% is being held by farmers for better prices; there is quite an increase in acreage and yield of corn.—H. H. Fink.

TEXAS.

Fort Worth, Tex., Dec. 2.—Generous rains have fallen all over Texas and Oklahoma, and the growing grain crops are fine as can be. A good season is reported from nearly every part of Texas and the present prospect promises the largest grain crop raised in our state for many years. Many farmers planted wheat for pasture—they will get the pasture and a wheat crop besides. A large acreage will be planted in oats.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Fort Worth, Tex., Dec. 4.—A large acreage of wheat and oats planted in Texas this season. Since Oct. 1 has been the most phenomenal season known in Texas

for many years. Wheat is all up to a beautiful stand and is now affording splendid pasture which is a veritable godsend to the people of Texas. There is not the least doubt in my mind but that our grain bill has been reduced 50% by the splendid pasture we have. I confidently look for the best grain crops raised in Texas since the great year of 1900.—G. J. Gibbs, sec'y The Texas Grain Dealers Ass'n.

Fort Worth, Tex.—I am advised by Chief Inspector J. E. Robinson, of this city, that much of the corn coming thru Fort Worth is light weight and chaffy, and that a large portion does not grade above No. 4. This grade is due to the effect of the severe drouth of last summer and fall, but the corn is thoroughly dry, and in good keeping condition. Reports from all parts of Texas show that a good acreage has been planted to wheat. I am quite sure that more wheat has been planted in our state this fall than has been sown for many years. The weather has been ideal for its growth, and reports show a very favorable growing condition. In central Texas a good deal of land has been planted in oats, and the spring acreage of oats will be large. The scarcity of corn in Texas induced farmers to plant wheat for pasture and the result is that we have the best grain acreage for many years. Should the weather conditions be favorable the grain men and farmers may look for a large crop in 1910.—G. J. Gibbs, sec'y Texas Grn. Dealers Ass'n.

GOVERNMENT CROP REPORT.

Washington, D. C., Dec. 7.—The crop reporting board of the Department of Agriculture estimates that the newly seeded area of winter wheat is 7.9% more than the revised estimated area sown in the fall of 1908, equivalent to an increase of 2,449,000 acres, the indicated total area being 33,483,000 acres.

The condition of winter wheat on Dec. 1 was 95.3, against 85.3 and 91.1 on Dec. 1, 1908 and 1907, respectively, and a ten-year average of 91.5. Comparisons for winter wheat states follow:

| Area sown. | | Autumn 1909. | | Condition, Dec. 1. | |
|-------------|--------------------------------|------------------|------------------|--------------------|-------------|
| States. | revised, with 1908, 000 omt'd. | 1909, 000 omt'd. | 1908, 000 omt'd. | 1909, 1908. | 1909, 1908. |
| | P. C. | P. C. | P. C. | P. C. | P. C. |
| N. Y. | 442 | 102 | 451 | 96 | 92 |
| N. J. | 114 | 100 | 114 | 92 | 93 |
| Penn. | 1,593 | 100 | 1,593 | 86 | 88 |
| Del. | 120 | 100 | 120 | 88 | 99 |
| Md. | 787 | 102 | 803 | 85 | 95 |
| Va. | 400 | 101 | 808 | 85 | 96 |
| W. Va. | 381 | 100 | 419 | 80 | 80 |
| N. C. | 584 | 115 | 672 | 89 | 93 |
| S. C. | 394 | 120 | 473 | 92 | 92 |
| Ga. | 258 | 110 | 284 | 90 | 94 |
| Ohio | 1,736 | 114 | 2,036 | 95 | 62 |
| Ind. | 2,404 | 115 | 2,765 | 98 | 65 |
| Ill. | 2,000 | 115 | 2,300 | 98 | 99 |
| Mich. | 821 | 112 | 920 | 94 | 74 |
| Wis. | 64 | 108 | 69 | 97 | 83 |
| Iowa | 156 | 112 | 175 | 98 | 90 |
| Mo. | 2,143 | 103 | 2,207 | 98 | 90 |
| Neb. | 2,586 | 107 | 2,767 | 98 | 89 |
| Kan. | 6,258 | 99 | 6,195 | 98 | 92 |
| Ky. | 711 | 110 | 732 | 97 | 80 |
| Tenn. | 825 | 115 | 949 | 95 | 87 |
| Ala. | 103 | 130 | 134 | 95 | 91 |
| Miss. | 1 | 175 | 2 | 94 | 96 |
| Texas | 925 | 140 | 1,295 | 95 | 89 |
| Okla. | 1,337 | 120 | 1,604 | 98 | 89 |
| Ark. | 156 | 120 | 187 | 93 | 84 |
| Mont. | 225 | 135 | 304 | 99 | 99 |
| Wyo. | 26 | 150 | 39 | 95 | 95 |
| Colo. | 97 | 120 | 116 | 98 | 99 |
| Utah | 148 | 110 | 163 | 97 | 99 |
| Ida. | 339 | 106 | 359 | 100 | 98 |
| Wash. | 813 | 90 | 735 | 93 | 95 |
| Ore. | 552 | 90 | 497 | 94 | 98 |
| Cal. | 1,080 | 106 | 1,145 | 100 | 92 |

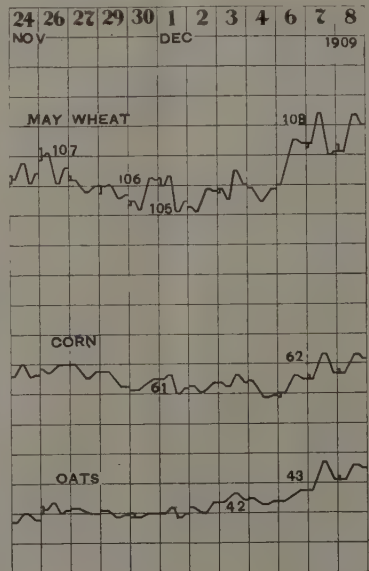
The newly seeded area of rye is estimated as being 1.2% more than the revised estimated area sown in the fall of 1908, equivalent to an increase of 25,000 acres, the indicated total area being 2,155,000 acres.

Condition of rye on Dec. 1 was 94.1, compared with 87.6 and 91.4 on Dec. 1, 1908 and 1907, respectively, and a ten-year average of 91.9. Comparisons for important rye states follow:

| Area sown. | | Autumn 1909. | | Condition, Dec. 1. | |
|-------------|----------------------------------|--------------|-------------|--------------------|-------------|
| States. | revised, with 1908, preliminary. | 1909, 1908. | 1909, 1908. | 1909, 1908. | 1909, 1908. |
| | P. C. | P. C. | P. C. | P. C. | P. C. |
| Mich. | 102 | 367,000 | 95 | 81 | 92 |
| Penn. | 100 | 385,000 | 87 | 90 | 94 |
| Wis. | 104 | 307,000 | 97 | 26 | 96 |
| N. Y. | 102 | 178,000 | 96 | 92 | 96 |
| Minna. | 100 | 125,000 | 93 | 91 | 94 |
| Neb. | 100 | 84,000 | 97 | 90 | 94 |
| N. J. | 102 | 87,000 | 94 | 100 | 96 |
| Ill. | 102 | 76,000 | 98 | 80 | 94 |
| All other. | 101 | 546,000 | 96 | 88 | 94 |
| U. S. | 101.2 | 2,155,000 | 94.1 | 87.6 | 93.9 |

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Dec. 9 are given on the chart herewith.



Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the railroad companies have made the following changes in rules and rates:

In ICC 4697, effective Dec. 18, the Chicago Gt. Western has filed rates on corn, oats and rye from stations on that line to Texarkana, Ark.-Tex.

The Gt. Northern has filed Sup 9 to ICC A2590, to become effective Dec. 30, on grain between Chicago and common points on that system.

Rates on grain are announced in ICC 1133 by the E. J. & E. (effective Dec. 15) between points on that road in Illinois and Indiana.

Rules governing reshipping corn and oats from Henderson, Ky., to southern points are announced in ICC A11251, effective Jan. 1, by the L. & N.

A rate of 21c on corn from St. Louis to points in St. Louis switching limits west of Mississippi River to Oklahoma City, is given by the Wabash in ICC 2142; effective Dec. 19.

Elevation charges, effective Dec. 26, on grain transferred thru elevators at points in Illinois, Iowa, Kansas, Nebraska and Missouri are filed by the Missouri Pac. in ICC A1284.

Rules governing milling in transit at Evansville, Ind., on grain destined for points in Carolina and Southeastern territories are given in ICC A11258, effective Jan. 1, by the Louisville & Nashville.

Chesapeake & Ohio has filed, in ICC 4774, effective Jan. 1, wheat and corn, milling in transit rules at Louisville when from Chicago and beyond; also at stations on C. C. & St. L. and product reshipped to cities in Virginia.

In ICC 6520 the B. & O. S. W. announces rates, effective Dec. 23, on grain and grain products, from St. Louis, Louisville and Cincinnati and other stations on that road to interior basing points and eastern points.

The Central Freight Ass'n has filed Sup 3 to ICC 111, effective Dec. 31, on grain and grain products and articles taking same rates from Manitowoc and Milwaukee, Wis., and rate points to points in C. F. A. territory.

The Pennsylvania system, in Sup 4 ICC F151 (effective state, Nov. 30, interstate, Dec. 20), specifies rates on grain and grain products from stations on the Pennsylvania lines and connections to points in C. F. A. territory.

In Sup 10 to ICC 3387, effective Dec. 17, the Mich. Cent. announces rates on grain and grain products and commodities taking same rates, from stations on that road to Canadian basing points and eastern U. S. points.

In Sup 11 to ICC 1990, effective Dec. 26, the Cincinnati, Hamilton & Dayton has filed rates on grain and grain products from stations on that road to Canadian, New England and Virginian points and eastern and interior eastern points.

Announcement has been made by the Illinois Central, in Sup 7 to ICC A6520, effective Dec. 31, of rates on grain and grain products from stations on the I. C. in Illinois; also from St. Louis and Evansville, Ind., to points on the same road and connections in Ohio, Michigan, Kentucky and Indiana.

W. M. Hopkins, mgr. Transportation Dept. of the Chicago Board of Trade, has issued bulletin No. 62 giving the following changes in grain rates: Effective Dec. 15, 1909, as per amendment No. 37 to the Western Trunk Lines tariff No. 779, the

proportional rates on grain originating in so-called Trans-Mississippi River territory to Central Frt. Ass'n Territory (west of the western terminals of eastern trunk lines, Buffalo, Pittsburg, etc.) from Mississippi River crossings will be canceled. Effective the above named date, the only basis applicable will be the specific rates from Chicago.

A rate of 14½c on wheat, rye, oats and corn between Crandon, Wis., and Chicago, and 11c on the same grains between same points and Milwaukee, effective Jan. 1, 1910, has been filed by the Minn., St. P. & Sault Ste. Marie in ICC 2602.

Charges for shoveling grain to obviate heating or to reduce its temperature at Harlem River, New York, effective Dec. 24, are specified by the N. Y., N. H. & H. in ICC 9864.

For concentration at stations, milling in transit, cleaning, shelling and reconsigning at points on St. L. & S. F. and connections, that road has filed Sup. 73 to ICC 5553, effective Dec. 28.

Milling and storing in transit rules of the Wichita Falls & Northwestern on corn, oats and wheat, effective Dec. 22, from points in Montana, Missouri, Kansas, Utah, Idaho, Colorado and Oklahoma to points in Oklahoma, Texas and Louisiana are filed in ICC 90.

A New Nebraska Elevator.

The new elevator just completed at Sargent, Neb., for A. H. Brooks by W. H. Cramer is a thoroughly modern house. It is 24x26 on the ground, 65 ft. high, and is placed on a substantial concrete foundation. The dumps and cleaner pits also are of concrete. The eltr. has ten bins, all hoppers.

Included in the equipment of the house is a gasoline engine, scale and cleaning machinery. The entire outside of the house is covered with galvanized iron. This house is said to be one of the best equipped plants in that section of the country. It is shown in the engraving herewith.

The Elevator Man Measured by His Engine Room.

BY TRAVELLER.

Go into the average country elevator and you will not have to be much of an observer to note the general air of untidiness in the engine room. If there is one thing above another that gets on the nerves of a man who has any mechanical ability, it is a dirty engine.

There is something lacking in the man who, given charge of an engine, does not give it care. You do not have to see him. You know it. You feel it the moment you look at his engine. He is not a mechanic. He is just some fellow who was picked up.

Occasionally you go into the engine room of an elevator and what a different feeling comes over you. The floor is clean, tools and oils are in place, and, best of all, the engine shines like a new dollar. You know what sort of man you are going to meet. You picture him—a methodical man, a mechanic. And when you meet him your estimate holds good.

He is the type that you like to sit down and talk with. You watch him, and he will brush the engine here and feel it there. If there is the slightest "squeak" his ears are alert until he locates and corrects it. He is a man with a soul, and the rhythmic movements of the engine fascinate him. It accounts for the care the engine receives. To him it is not merely a collection of steel and brass, but something that lives and breathes, and he takes pride in it as another man would in a fine horse. But then there is hardly any use of preaching. If it is in a man, it is in him; and if it isn't, it isn't.

Transfer and elevation allowances at St. Louis, effective Dec. 19, are given by the Wabash in ICC 2145.

In Wabash Sup 3 to ICC 1220 rates on corn and oats are given from Des Moines, Ia., to points in Arkansas and Oklahoma; effective Dec. 19.



New 20,000 bus. Up-to-Date Elevator at Sargent, Neb., of Stud Construction. Just Completed for A. H. Brooks by W. H. Cramer.

Void Clause in Uniform B/L Limiting Initial Carrier's Liability.

E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, in circular No. 11, calls the attention of shippers to the clause in the Uniform B/L adopted by the western carriers providing that an initial carrier's liability on interstate shipments shall be limited to losses occurring on its own line. This is in conflict with Section 20 of the Hepburn amendment to the act to regulate commerce.

The constitutionality of this provision of law has been sustained by a decision rendered by Judge Rodgers in the U. S. Circuit Court for the Western District of Arkansas in the case of F. M. Smeltzer vs. S. L. & S. F. R. R. Co., decided Feb. 29, 1909, the first and last paragraphs of the court's syllabus being as follows, as given by Mr. Smiley:

A clause in a B/L providing that an initial carrier's liability on an interstate shipment of goods transported over several carriers from point of origin to destination shall be limited to losses occurring on its own line is in conflict with that portion of the Hepburn Amendment to the act to regulate commerce which makes the initial carrier liable for losses in through shipments, whether such losses occur on or off the line of the initial carrier, irrespective of contract to the contrary, and therefore is invalid.

Congress adopting these provisions seems to have recognized the difficulty shippers had when goods were lost to trace the goods, fix the liability and recover their loss. It seems to have recognized the additional fact that the facilities of the initial carrier were much greater than those of the shipper to locate the goods and fix the liability for loss or damage. The provisions rest on substantial grounds of public policy which inspired the remedial legislation for the regulation of the immense volume of interstate commerce.

Other decisions declaring void the limitation of the initial carrier's liability have been published in our "Supreme Court Decisions" column, among them the following:

In *Southern Pac. Co. v. Crenshaw Bros.* the Court of Appeals of Georgia held "A petition which sets out that the plaintiff is the lawful holder of the B/L issued by the defendant (a common carrier) for certain property to be transported from one state to another and that the property was found to be damaged upon its arrival at destination is properly instituted in a state court and sets out a valid cause of action, although the copy of the B/L attached as an exhibit contains certain contractual terms which but for the provisions of the federal statute mentioned above would exempt the defendant from liability in the case." 63 S. E. 865.

In *Galveston, H. & S. Ry. Co. v. Crow* the Court of Civil Appeals of Texas held "Act June 29, 1906, c. 3591, § 7, 34 Stat. 592 (U. S. Comp. St. Supp. 1907, p. 909), providing that any common carrier receiving property for interstate shipment shall be liable for any loss or injury thereto caused by it or any common carrier to which such property may be delivered, or over whose line such property may pass, and that no contract shall exempt such common carrier from such liability, is not unconstitutional." 117 S. W. 170.

Again in *Southern Pac. Co. v. Crenshaw Bros.* the Court of Appeals of Georgia held "Under the Hepburn amendment to the interstate commerce law (Act. Cong. June 29, 1906, c. 3591, 34 Stat. 584 [U. S. Comp. St. Supp. 1907, p. 892]) a common carrier receiving property for interstate transportation and issuing a receipt or B/L therefor becomes liable to the lawful holder of the receipt or B/L for any loss, damage, or injury to the shipment caused by itself or by any other common carrier over whose line the shipment may pass en route to destination; and all contracts, receipts, rules, or regulations by which the initial carrier may attempt to relieve itself of this liability are void and unenforceable. This, like all other acts of Congress made pursuant to the Constitution of the United States, is a 'law of general operation in this state,' and is to be given effect as such by the courts of this state." 63 S. E. 865.

In *Greenwald v. Weir* the Supreme Court of New York held "Interstate Commerce Act, Feb. 4, 1887, c. 104, § 20, 24 Stat. 386 (U. S. Comp. St. 1901, p. 3169) as amended by Act. Cong. June 29, 1906, c. 3591, § 7, 34 Stat. 592 (U. S. Comp. St. Supp. 1907, p. 906), providing that a carrier, on receiving property for interstate transportation, shall issue a B/L therefor, and be liable to the holder for any loss, and no contract shall exempt the carrier from the liability imposed, abrogates the common-law rule that each carrier is liable for the losses occurring on its own line, and makes the initial carrier liable for losses occurring on the lines of connecting carriers, and forbids it from exempting itself by agreement from such liability, but does not render void a clause limiting the carrier's liability to a specified sum, or exempting it from all liability in excess of that sum." 115 N. Y. Supp. 311.

Seed Corn Rack.

No corn grower need be without a good rack for the storage of seed corn if he can find a few 2x4's, some wire and nails. To make a rack like that illustrated in the engraving herewith. The capacity of the rack as shown is 572 ears or about 5 bus.

The framework is made of 2x4's spiked together with a 2x4x14 for a base to make it stand. The inventor of the device, who first described it in *Wallace's Farmer*, used old telephone wire, passing it lengthways and crossways in order to provide the apertures in which to insert the ears of corn. The frame, of course, is wired on both its sides with the apertures exactly opposite each other.

The inventor declares the device provides the best way to save seed corn that he has yet found.

The ears do not come into contact with one another and there is a free circulation of air about each ear. Any ear can be taken out and examined and replaced in the rack without disturbing the others. This arrangement lends itself easily to any method of taking out a few kernels from each ear for a germination test before planting in the spring.

The frame should be set up in a dry place such as a garret and never in a cellar. A room artificially heated such as a farm kitchen is an ideal place to hang seed corn.

Testing and Selecting Seed Corn.

Chairman John Cownie, of the Iowa State Board of Control, who has been making some valuable tests to determine the best seed corn, has found that corn picked before becoming fully ripened is by far the best. Mr. Cownie said a few days ago:

"The farmers who neglected gathering and saving in a proper manner their seed corn prior to the frost during the first half of October, the present year, will find that much of the seed corn gathered since the frost is worthless, its germinating quality impaired and to plant it means the loss of a crop.

"Strange as it may appear to those who have not made a study of seed corn, the soft, green, immature corn gave a somewhat better germination, showing 90 per cent and a much more uniform growth.

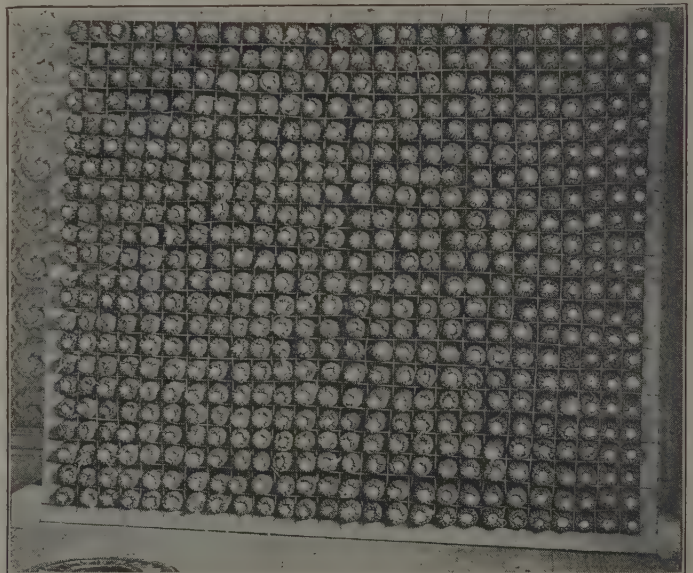
"This corn had been picked about the middle of September when quite green and had lain in our office since then, a few ears having become moldy on account of lying too closely together.

"Of this corn 50 grains were selected, some of them from the moldy ears that I would have rejected for seed in the springtime, but notwithstanding this condition 49 kernels, or 98 per cent, germinated and made their appearance above ground at nearly the same time, showing strong vitality and a vigor that would stand cold, wet weather in an inclement season and grow, that none of the other samples tested would do.

"Seed corn should be gathered early, the last half of September being the proper time in any and all seasons. Corn fully glazed, in fact, after it has become too hard for roasting ears, is in the best condition for seed. And not only corn, but all farm seeds have much more vitality when saved for seed before being fully ripe.

"Artificial heat is absolutely necessary and a well ventilated, dry basement, with heat, is ideal for saving seed corn.

"An attic in a dwelling house, with heat, ventilation and a dry atmosphere



Seed Corn Rack Holding Five Bushels of Ear Corn.

at all times is another good place for storing seed corn, but it must be hung up or spread on racks to allow a free circulation of air between the ears.

"If these suggestions are followed to the letter there will be no necessity for testing seed corn before planting, for if all moldy or suspicious ears are rejected when shelling in the spring, tip and butt kernels, well along on the ears, discarded, a germination of 100 per cent and a strong, vigorous and uniform growth is assured, no matter what the condition of the weather may be in the corn planting season."

Discrimination Alleged Against Chicago on Shipments from Omaha to Southeast.

Rosenbaum Bros., of Chicago, Ill., have filed complaint with the Interstate Commerce Commission alleging that L. & N. R. R. tariff I. C. C. No. A-10540, effective May 1, 1909, applying from New Albany, Ind., and tariff A-10494, effective March 16, 1909, applying from Cincinnati, O., both of which tariffs are still in effect, provide that with the exception of shipments moved via Chicago and other Cook county junctions, including South Chicago, Kankakee, Joliet and Coster, Ill., the rates on grain having origin west of the Mississippi River will be from New Albany or Cincinnati to points of destination, covered by this complaint, 2 cents per 100 pounds less than the regular tariff rates, from New Albany proper, or from Cincinnati, O., proper, named in Agent Washburn's Southeastern Tariff I. C. C. No. 27.

The question is brot before the Commission in reference to 11 carloads of oats shipped from Omaha to New Albany and Jeffersonville, Ind., and Cincinnati, O., for southeastern points, rate 12 cents. The shipments were reconsigned from Chicago and the oats were moved under C. G. W., I. C. C. 4531.

There is no complaint as to the rate of 12 cents from Omaha to New Albany or Jeffersonville and Cincinnati, as this rate is the same as is paid on shipments moving thru the markets of Peoria and St. Louis, with which dealers in this market compete. The complainant alleges that the rates charged and collected on these shipments south of New Albany or Jeffersonville, Ind., and Cincinnati, O., are unjust, unfair, unreasonable, excessive and discriminatory by comparison with the rates assessed for a like and contemporaneous service on similar shipments from Omaha, Neb., delivered to the defendant carrier at the same point of interchange, when moving thru Peoria or St. Louis, or thru gateways other than Chicago and Cook county junctions.

The rates applied to these shipments moving through Chicago, Ill., are alleged to be discriminatory, to the extent of 2 cents per 100 pounds, which has been assessed in excess of the rate which would have applied from New Albany or Jeffersonville, or Cincinnati, if these shipments had reached those points thru the gateways of St. Louis, Peoria or other junction points outside of Cook county, including Chicago, Kankakee, Joliet and Coster, Ill.

Application is made for the same rates south of New Albany or Jeffersonville and Cincinnati on grain shipped from Missouri River points, when passing thru Chicago and Cook county junctions.

The Grain Dealers Journal is a first-class instructor.—H. C. Kornder, Penn, N. D.

Elevator Hints.

BY UNCLE PEDRO.

We often get to thinking our elevator, our methods and in fact ourselves are just about all right; that is natural with all mortals. It does our very soul good sometimes to see how other people do. If they have a better way than us, we quietly assume some of their good qualities; but if our way is better we are rather prone to rear up, with thumbs in the armholes of our vest and with a big "I" undertake to tell how to do things; rather than meekly explain our way, with its merits in a somewhat sympathetic way.

We used to have dump doors to lift which took quite a smart lift, as they were over a yard square and of 2-inch plank. I happened into an elevator once that had a dump door with a pair of hinges in its middle, as in Fig. 1 of the engraving herewith. The operator gave just a little lift and it folded up on edge. This could be used even if the wagon were far back.

We used to get down into the dump bins, and also into hopper bottom bins to sweep them out once in a while; and how we would slip and slide around, not knowing enough to put on some toe lath. Some complain that to nail boards on bottom of dump bins will hold a little grain. Yes, but put them on rather stanchways, that does fine; or better still, get some irons made about 12 inches long, as shown in Fig. 2, so as to put a nail in each end, they are cheap and will not hold grain, but makes life easier down there. A large iron staple, Fig. 3, probably 8 inches across, is good if driven into the floor.

Be sure you have good ladders into every bin. I mean, be sure the ladder is perfectly safe. I started to go down into a bin, where a rebuilt elevator was being finished. It was dark in the bin, but there were some pieces nailed across some corner studs and I started down. As soon as I got my weight fully on the ladderlike affair, off came the piece my hands were holding to and I started backward in space, with a hopper bottom 20 ft. or more below. By chance, or providential favor, I caught a rod as I threw out my arms. It is needless to say I used hammer and nails freely on that concern before trying it again.

If a fire would start about the house, have you a pail of water ready where you can lay hands on it, or some reliable fire extinguisher "ready"? A quart

of water in the proper time is worth a barrel a little later.

Some houses have a foot board or sort of bench fastened to the building on the track side, which is a great convenience, but if you haven't that make a sort of door as in Fig. 4 and hinge it to the building so that when not in use it may be dropped down, but when a car is to load, raise it up and hook it with a couple of rods or chains.

It is surprising to see how many hopper scales are put in the houses over the work floor. The right place for them is always under the work floor, with cleaner on the work floor and a good hopper bottom bin over the cleaner. The scale makes the cleaning pit and the grain is elevated direct from the scale to the car. This saves one time running over and the scale is set on a foundation of its own and is not put out of order by the setting or swaying of the building.

Some places, where the climate is rather damp cob webs accumulate very rapidly in undisturbed places. This should be remedied by a good sweeping down every week or two. Not only is this desirable for looks, but as a guard against fire. Cob webs catch very easily. Accumulations of dust should be kept swept away. Keep your house clean.

Some grain buyers, especially agents, get a feeling that they can't fix anything, or else it is below their dignity to do many of the little odd and end jobs that ought to be done; and whenever anything has to be done, employ a carpenter. Many times this is unnecessary and a bill of expense amounting to several plunks in course of a year could be saved by "Doing it yourself."

A supply of tools are necessary at every elevator, a couple of good saws, plane, hammer, chisel, cold chisel, screw driver, wrenches, square, tin shears, and probably a few others. Keep a couple of dozen bolts, assorted sizes, 3 or 4 sizes of nails, and have your things where you can find them, because when they are wanted it is usually "NOW." A supply of tools costs a few dollars, but if cared for is a cheap asset.

Great Britain's official crop estimates, compiled from the official returns issued by the board of agriculture, are as follows: Wheat, this year, 61,552,000 bus.; last year, 52,520,000 bus; in 1907, 55,208,000. Oats, this year, 153,970,000 bus.; last year, 154,670,000; in 1907, 168,000,000.

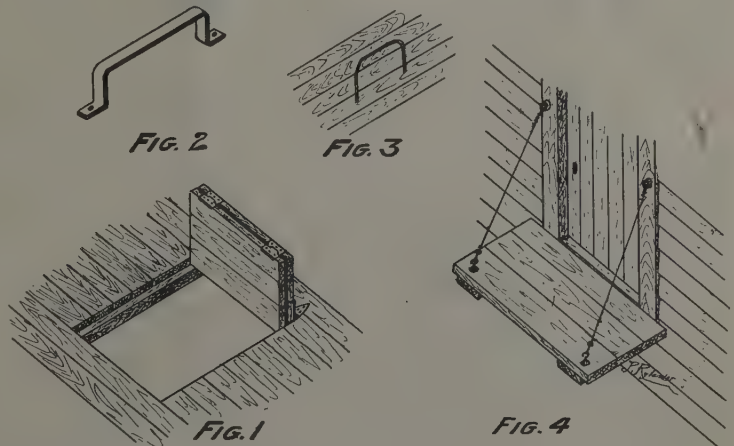


Fig. 1, Dump Cover; Figs. 2 and 3, Hopper Floor Holds; Fig. 4, Car Platform.

Russian Oil Seed Crops.

The 1909 sunflower seed crop of Russia, owing to a decrease in the planting acreage, drought and parasites, is estimated to be from 50 to 60 per cent short of last year's crop, which was considered a fair average production. The districts in the Caucasus, where most of the sunflower seed is grown, were especially affected by the dry weather. On account of the high prices which prevailed for wheat last year many farmers who have been growing the sunflower, last spring put in wheat. The decrease in acreage of the sunflower is estimated to be fully 25 per cent.

Two kinds of sunflower seed are raised in Russia, one being used as a food product, which is not crushed. It is a very common sight, according to a recent report from Special Agent Julien L. Brode, writing from St. Petersburg, to see Russian peasants walking along intently absorbed in eating sunflower seed. The variety raised for crushing comprises only about 25 per cent of the entire sunflower seed crop. The crush for 1908 was 576,000 tons and that for 1909 is estimated at only about 288,000 tons. The present price for new crop seed is \$38.62 per short ton delivered at the mills, compared with \$33.75 per short ton last fall. The seed gives 25 per cent oil, 45 per cent cake and 30 per cent hull and waste.

About 90 per cent of the cake produced is exported, two-thirds of it going to Denmark and one-third to Germany. Domestic farmers and feeders apparently do not appreciate its good feeding qualities. The exports of sunflower seed cake, according to the official statistics, amounted to 193,338 tons in 1906, 212,382 tons in 1907 and 305,478 tons in 1908. The present price per long ton f. o. b. for the new crop sunflower seed cake is \$30.46 at Libau (Baltic port), \$31.40 at Konigsberg (Baltic port), \$24 to \$24.37 f. o. b. at mills, Novorassisk, and elsewhere.

The new crop of linseed, which is an important crop in Russia, is reported to be 25 per cent larger than that of last year, but the present prices for new crop linseed is higher than at this time last year. This, however, is due to the heavy shortage in the sunflower seed crop. The official records at St. Petersburg show that the linseed crop in 1906 was 540,500 short tons; in 1907, 605,000 tons; in 1908, 556,339 tons; and in 1909, 695,400 tons (estimated). The entire linseed crop is much larger, but these figures show the amount of seed raised for crushing.

The exports of linseed cake in 1906 were 212,280 short tons; in 1907, 193,764 tons, and in 1908, 224,770 tons. Germany and Denmark are the largest buyers. Most of the cake produced is exported. Present prices are about \$19.60 per short ton f. o. b. mills, \$31.47 per short ton f. o. b. Libau and Baltic ports, and \$38.42 per long ton c. i. f. Copenhagen and Hamburg, fall shipments; prices last year at this time were about \$1.29 per long ton lower, and the year before (1907) prices were still lower, or about \$1.92 per long ton under present values. Both linseed cake and sunflower seed cake compete with the American cotton seed cake in Germany and Denmark.

Considerable linseed oil is used in Russia for edible purposes. When fresh and wanted for quick consumption the oil is frequently mixed with sunflower seed oil.

There are 7 oil mills at Odessa, with an aggregate of 70 presses. Each press is capable of producing 720 gallons per day (24 hours). The mills press several kinds of seed, but mostly sunflower seed and

linseed. At Novorassisk there are about 15 mills, and it is here that most of the sunflower seed is crushed, since this point is in the district where most of the seed is produced.

Books Received

IMPORTS OF FARM AND FOREST PRODUCTS.—This bulletin is a compilation of statistics of the imports of farm and forest products for the year ending June 30, 1908, with those for two previous years given for comparison. The data given is derived from the Bureau of Statistics and is a continuation of a series of bulletins on the same subject designed for the use of the Department of Agri. and to meet the demands of a large number of correspondents. Bulletin No. 76, U. S. Dept. of Agri.

CYRUS HALL M'CORMICK, HIS LIFE AND WORK.—The story of the reaper, its invention and development and the eventful life of the man whose name is inseparably connected with the epoch-making machine, is told in this work by Herbert N. Casson. The book contains a frontispiece portrait of the famous inventor and is profusely illustrated, the type face, paper stock and illustrations all being excellent. The volume is 5x8 in size and is bound in cloth. A. C. McClurg & Co., Chicago.

DETECTING SULPHURED OATS.—The lead acetate test for detecting sulfur in oats and barley is well explained and illustrated in a bulletin issued Nov. 30 by the U. S. Department of Agriculture and written by W. P. Carroll, assistant in charge of the Chicago Grain Standardization Laboratory. The test is performed by placing the oats believed to contain sulfur in a bottle with some dilute hydrochloric acid and chips of zinc; the hydrogen gas generated in the bottle taking up the sulfur as hydrogen sulfid gas, which when led into a test tube containing a very dilute solution of lead acetate will throw down a brownish black precipitate. If no sulfur is contained in the oats the liquid in the test tube remains perfectly clear with no precipitate. The author states that "Heretofore the sense of smell or the personal judgment has been the only means available to practical grain men for differentiating between the natural and the bleached grains." This is hardly true, since there appeared in the Grain Dealers Journal as long ago as March 25, 1904, page 313, a succinct account of this identical lead acetate test, fully describing the chemicals used and illustrating the apparatus required to make innumerable tests at an expense of less than \$1. Circular No. 40, Bureau of Plant Industry, Dept. of Agri., Washington, D. C.

THE GREEN BUG AND ITS NATURAL ENEMIES.—This work, by S. J. Hunter, professor of entomology in the University of Kansas, is the only comprehensive study of the green bug extant and will be found of great interest to all persons connected with the grain and the marketing of it. Incorporated in the volume is a supplementary article, entitled "The Influence of Climate Upon the Green Bug and Its Parasite," by P. A. Glenn, assistant professor of entomology in the University of Kansas. A feature of the book is the beautifully colored lithograph plates depicting the green bug in its various forms, forms often mistaken for the green bug and the green bug parasite. A number of maps and charts accompanying the volume aid the reader in gaining a fuller knowledge of the subject than might be obtained from the text alone. In all there are 11 plates including the maps and charts, each an interesting study in itself. Briefly stated, this valuable contribution to American agricultural literature is a report of the successful work accomplished by the University of Kansas in combating the green bug during its last destructive visitation thru the introduction into the fields of the green bug's natural enemies in the form of parasites. Due credit should be given to those whose financial assistance so greatly aided in the work. Prominent among these is E. C. Jackman, who was instrumental in raising the fund with which the work was conducted. Paper cover, 216 pages and index. Contribution No. 137, Dept. of Entomology, Univ. of Kan.

REPORT OF THE SECRETARY OF AGRICULTURE.—The report of Secretary James Wilson, of the Department of Agriculture, for the year 1909 defines the present as the most prosperous of all years in agriculture. The value of the farm products, he says, is so incomprehensibly large that it has become merely a row of figures. For this year it is given as

\$8,760,000,000; the gain of this year over the preceding one is \$869,000,000. Ten years ago the value of the products of the farm was only five and one-half times the mere gain of this year over 1908. The value of the products has nearly doubled in ten years.

The total force of officers and employees on the rolls of the department, July 1, 1909, numbered 11,140, a net increase of 720 during the fiscal year.

One of the interesting developments of the year, the report states, has come in connection with the discovery by Aaron Aaronsohn, of Heifa, Palestine, of a wild wheat which grows on the stony mountain slopes and in the clefts of rocks in the driest portion of Mount Hermon, in eastern Palestine.

Under the head of "Pure seed investigations" the report states that during the last year opportunities have been afforded persons interested in pure seed work to study seeds and approved methods of seed testing in the main laboratory at Washington. Representatives from several prominent seed houses preparing to do their own seed testing were among the number, and as a result several have purchased apparatus preparatory to fitting up laboratories in their own establishments. Hundreds of common weed and economic seeds, put up in vials with their common and scientific names, and packed in herbarium trays, have been distributed to be used for reference, thus enabling individuals to become familiar with the more common economic seeds and their impurities.

Under the title "Grain Standardization" the report says "The results of the grain standardization work are being manifested in many ways, principally in an increased activity among influential grain interests toward bringing about more satisfactory conditions with relation to grain inspection practices, with the noticeably desirable result that the grain trade generally is beginning to realize the seriousness of the question. The introduction into the grain business by the Dept. of Agriculture of a quick method for testing moisture in grain has proved an important factor in causing greater care to be taken of corn on the farm, as it has been instrumental in educating the grain buyer and handler with regard to the moisture content and its effect on grain values. This has no doubt been an active influence in the disappearance of the open-rail corn crib or pen from the corn belt." Report of the Dept. of Agriculture, 1909, by James Wilson, sec'y of Agri., Washington, D. C.

German Market for Broom Corn.

A recent report from Consul-General Robert P. Skinner, of Hamburg, Germany, in reply to a Missouri inquiry, states that the Kaiser's empire depends on Italy and Hungary for its broom corn supply, the annual importation of the corn amounting to about 1,500 tons. The latest price at which the contracts were made was \$9.74 per 220 lbs. f. o. b. Hamburg.

There is now an apparent shortage in available stocks and it is believed that American broom corn might find a market there. The names of Hamburg dealers are available thru the Bureau of Manufactures.

While admitted free of duty imports of broom corn into the United States are practically nil, only 2 tons, worth \$516, being imported in 1908. The exports, however, increased from \$226,179 in 1904 to \$266,696 in 1908, Canada taking almost all the shipments. The imports of brooms have likewise been very small, while the exports of brooms from the United States have gone to all parts of the world. These increased from \$275,522 in 1904 to \$488,392 in 1908.

"Live Stock and Agriculture in the Argentine" will be the subject of a lecture by Prof. Herbert Mumford, head of the chair of animal husbandry in the University of Illinois, at the National Corn Exposition to be held in Omaha Dec. 6-18. Prof. Mumford recently made an official visit to Argentina, and, it is said, the burden of his talk will be the menace recent progress in the southern republic is to the United States.

Elevator Charges in Russia.

The regulations governing the operation of the railroad elevator at Windau, Russia, having a capacity of nearly 50,000 tons, are in part as follows:

The elevator, being under the management of the Windau agency of the Moscow-Windau-Rybinsk Railway is destined for: (1) Storage of grain, oil seeds, and cakes arriving by railway and other ways. (Note.—The grain can be put in corn bins or kept in bags.) The insurance of grain stores in the elevators is obligatory. (2) Unloading, loading, and weighing of the grain when taken in, working up and passing out from the elevator into ships, railway cars, etc. (3) Cleaning, sorting, winnowing, as well as the drying of grain. (4) Packing of grain in bags or mat sacks when shipping the grain. (5) Packing and shipping of the bags according to the owner's instructions.

When shipping the grain to the elevator the owner is obliged to present in person or mail to the agency an application, giving his full name and address, stating what kind of grain and the quality he wishes to be stored, whether he wishes the grain to be sorted, also whether he will take delivery or wishes the agency to sell the grain for his account. His application must be accompanied by the duplicate railway receipt, and in case that a bank has lent money on the grain, the respective bank certificate must be submitted. In the latter case the owner of the grain must pay to the agency the difference, which diminishes payments and charges on the goods, including the amount due to the bank, up to the limit for advances fixed for the station Windau of the Moscow-Windau-Rybinsk Railway Co.

Special Declarations—Damage.—In case the duplicate railway receipts and certificates can not be presented simultaneously with the application the agency sends, upon the request of the owner, according to the number of truck loads indicated, lists of special declarations, on which he must state the time of storage of his goods, and give the railway the right to treat the cargo according to the application originally presented. The shipper presents these special declarations at the dispatch station, together with the railway receipt, which are sent with the cargo to the elevator. (Note.—1st. Grain addressed to the elevator on conditions not mentioned above will not be received by the agency and remains stored at the railway station, and the cost of storage is charged according to general rules. 2d. In confirming the receipt of the duplicate railway bill the Windau agency issues a certificate to the owner of the goods.)

The management of the commercial agency has the option to refuse the acceptance of grain cargoes for storage if: (1) The cargo destined for the elevator proves to be wet, damp, damaged, with insects injurious to the cargoes of grain, or if in general its condition would require special treatment which does not correspond with the adaptability of the elevator. (2) If the value of the cargo destined for the elevator does not cover all payments due on same, such as freight charges, cash payments, advances, and other preliminary expenses. (3) If the cargo arriving by rail at the elevator was accepted for shipment 2 days after the telegram informing the station of shipment of the overfilling of the elevator has been sent by the commission and loan department of the Moscow-Windau-Rybinsk Railway Co.

(Note.—First. Damp grain may be stored in the elevator only when a special written agreement has been made between the owner of the grain and the Windau Commercial Agency. When the damp grain is sent to the elevator for immediate shipment no agreement is required. Second. Cargoes for storage arriving by rail which are not accepted, for reasons given in paragraph 4, are treated according to note 1 in paragraph 3. Third. In cases that the Windau Commercial Agency refuses to accept the grain, this fact is protocolled at the railway station and a copy of the protocol is sent to the owner of the cargo. Besides this, the agency must inform the owner of the cargo by telegram, provided the agency has been informed of his residence, when receiving the documents showing his right to receive the cargo from the station.)

Time Element and Handling Grain.—Grain cargoes are stored for a stipulated time or without definition of same, but not for a period exceeding 6 months. Cargoes which are not taken delivery of in the course of 6 months can be sold 8 days after the expiration of 6 months, through the exchange broker or on public auction, in compliance with paragraphs 782 and 801

of the commercial statute. The word "elevator" must be inserted in the railway receipt, following the name of the station. (Note.—The Agency can demand that a cargo addressed to the station "Windau" be delivered to the elevator, provided that the respective declarations and duplicate railway receipts have been submitted and the cargo has not arrived yet at the station.)

The grain is weighed when received at the elevator, when worked over in the elevator, and when shipped; the weights obtained serve as a basis to ascertain the responsibility before the owner to the extent fixed by paragraph 9 of these rules. The grain is worked over in the elevator upon a written request to this effect from the party who has authority to do so. (Note.—1st. To insure the grain from damage, the management of the elevator has the right to order that the grain be ventilated at the expense of the owner. (Article 22 of the law of June 7, 1899.) In regard to grain which during the time of storage shows signs of damage by insects and in case that its infection could be ascertained when the grain was received, ventilated and other treatments can be applied. 2d. Residues remaining after the sorting of the grain must be taken away by the owner in the course of three days; otherwise the management of the elevator sells them at any price. Residues which are unsalable are destroyed.)

When barley, wheat, rye, oats, and bearded wheat are received, not only the total weight is ascertained but also the quality of the grain in zolotniks (one ninety-sixth of a Russian pound, the latter being nine-tenths of an English pound) by means of a special testing apparatus. The management is responsible for the waste of or damage to the grain accepted for storage, if it can not be proved that such waste or damage is due to force majeure, or is due to the quality of the grain itself, or on account of defects in the packing, which could not be noticed from the outside when accepting the grain for storage. (Article 778 of the Commercial Statute.)

(Note.—1st. The loss of grain in consequence of drying or leakage, for which the elevator is not responsible if the goods are stored for 6 months, is reckoned at the rate of the actual loss, but not exceeding 1 per cent. 2d. The elevator is also not responsible for the loss due to ventilating, drying, sorting, and other means of working over, to the extent of the actual loss.)

Scale of Charges.—For the operations done by the elevator the following scale of charges is fixed:

(1) For storage per pood (36 English pounds), during the first 15 days (number of days less than 15 are taken as full 15 days), 1/10 kopeck, and afterwards at 1/200 kopeck per pood and day.

(2) Insurance per month, according to the real value, ascertained by the tables of

insurance companies, but not less than 50 kopecks per carload.

(3) For unloading a carload, 0.11 kopeck per pood. (Shippers should note on the railway receipt "Unloading by elevator.")

(4) For putting in corn bins and reweighing, 0.25 kopeck per pood.

(5) For sorting and reweighing, 0.20 kopeck per pood.

(6) For winnowing, sorting, and reweighing, 0.75 kopeck per pood.

(7) For ventilating and reweighing, 0.20 kopeck per pood.

(8) For hulling, sorting, and reweighing, 0.70 kopeck per pood.

(9) For weighing, 0.15 kopeck per pood.

(10) For loading into vessel and reweighing, 0.70 kopeck per pood.

(11) For loading into railway cars, unloading on tarpaulins, loading trucks, and reweighing, 0.20 kopeck per pood.

(12) For putting into bags and tying up, 0.30 kopeck per pood.

(13) For putting into bags or mat sacks and sewing same up, 0.50 kopeck per pood. (Strings and thread are charged at actual cost.)

(14) For pressing the bags into bales before returning same to the owner, actual expenses incurred.

(15) For shipping bags to the shipping point or any place given by the owner, 50 kopecks per carload of grain.

(16) For passing grain once over the ribbons, 0.20 kopeck per pood.

(17) For drying damp grain, 3 kopecks per pood of the damp grain.

Elevator at Corning, Kan.

Represented in the engraving herewith is the compactly arranged elevator at Corning, Kan., until recently operated by L. Cortelyou, formerly pres. of the Kansas Grain Dealers Ass'n and well known to association workers.

Office and engine room are conveniently near and the substantial smokestack rises high, carrying sparks clear of the roof. The nearness of the engine room to the main building is perhaps objectionable as a fire hazard, but the men in charge are very careful of the boiler furnace and coal bins. The house has good working space and handling capacity as well as storage for 16,000 bus. grain.

The property has been purchased by W. E. Lukens, J. T. Sanders and J. E. Robinson, who are operating as the Corning Elevator Co., with Mr. Robinson as manager.



Convenient Plant of Corning Elevator Co. at Corning, Kan.

Grain Trade News

ARKANSAS.

Leslie, Ark.—The Leslie Mfg. Co. has built a grain storage house of 10,000 bus. capacity.

Little Rock, Ark.—The Brook-Rauch Mfg. Co. has installed machinery in its eltr. that enables the plant to elevate twice as much grain as before.

El Dorado, Ark.—Many farmers in this county have planted wheat as an experiment this season and expect soon to raise enough for home consumption. Wheat was grown successfully in this locality during the war and should be again.

Little Rock, Ark.—Fire, early in the morning of Nov. 18, destroyed the entire stock of the Hayes-Shofner Grain Co., sacked grain, flour, feed and hay. Manager C. C. Hayes estimates the loss on stock at \$3,500 with \$2,500 insurance; loss on building, \$5,000 partially insured. The company did not suspend business half an hour. Several cars of hay were unloaded that morning, and deliveries made as usual. The company has warehouse room sufficient to carry on its business until a new building can be erected by John F. Rutherford of Pine Bluff, owner of the property, who is considering an expenditure of \$6,000.

CALIFORNIA.

San Pedro, Cal.—A grain eltr. will be built on the water front here by the Globe Grain & Mfg. Co., work to begin soon, later a flouring mill will be erected. Grain shipments from the North have increased rapidly this year. Two North Pacific steamers were the first to engage extensively in the trade, bringing wheat from the Columbia River. This fall one of the Alaskan-Pacific line brot grain from the Puget Sound district, and now two big liners of the Pacific Coast Co. are also bringing grain from the Sound. All grain is now handled in sacks.

CANADA.

Glenavon, Sask.—The new eltr. of Wright Bros. is completed.

Vera, Sask.—The Security Eltr. Co. has opened new eltrs. here and at Unity.

Pontypool, Ont.—The Kennedy Co. of Winnipeg is building a 10,000-bu. eltr. here.

Fort William, Ont.—The grain firm of Muirhead & Co. recently suffered a fire loss.

Carlyle, Sask.—The new eltr. of the Carlyle Farmers Eltr. Co. has been opened for business.

Edrans, Man.—The Western Canada Flour Mills Co. has purchased eltrs. here and at Austin and Lavenham.

Alameda, Sask.—John Little, grain buyer for the Imperial Eltr. Co., took carbolic acid Nov. 19 and died.

Bulyea, Sask.—The new eltr. of Leitch Bros., Flour Mills Co., Ltd., burned recently with about 1,000 bus. of wheat.

Fort William, Ont.—The Western Terminal Eltr. has begun to receive wheat. It cost \$300,000, has a capacity of 900,000 bus. and can unload 65 cars of grain per day.

Fort William, Ont.—The addition to the eltr. of the Ogilvie Flour Mills Co. has been completed and is receiving grain.

Schomberg, Ont.—J. Moore, who recently purchased Clark's eltr. that burned, is having it rebuilt. Gas will furnish motor power.

Fort William, Ont.—Richardson & Sons will build an eltr. here to be operated in connection with a new line of boats they have purchased.

Port Colborne, Ont.—The Grand Trunk spur connecting with the new government eltr. has been completed, and the eltr. is sending out rail shipments.

Vancouver, B. C.—L. P. Strong, pres. of the Alberta Grain Co., Calgary, has purchased an old mill site in this city and will erect a 1,250,000-bu. eltr.

Winnipeg, Man.—Wm. McLennan of McLennan Bros., grain merchants of this city and Calgary, died in Calgary Nov. 18; interment in Winnipeg Nov. 21.

Winnipeg, Man.—The Grain Growers' Grain Co., Ltd., has purchased for \$155,000 a site with a frontage of 124 ft. on one street and a depth of 137 ft. on another, on which to erect a large office building.

Fort William, Ont.—The clearing-house system inaugurated at the lake ports last month has greatly facilitated the loading of vessels. In one day, Nov. 12, 1,738,000 bus. were loaded, which established a new record at this port.

St. John, N. B.—A. G. McBean, chief grain inspector, is authorized to inform exporters that a grain inspecting officer will be stationed here for a month, and longer should the volume of grain inspected here justify such a course.

Quebec, Que.—Mr. Hanna, vice pres. of the Canadian Nor. Que. Ry. Co., says the matter of rebuilding its eltr., that burned here last fall, at Cap Rouge instead of in this city where property owners demand a high price for the desired site, has not yet come up for consideration.

Montreal, Que.—The efficiency of the Harbor Commissioners' elevating system at this port is rendering almost useless the eltr. of the Canadian Pacific Ry. Co. on the harbor front. The conveying system in connection with the Commissioners' eltr. and those of the Grand Trunk and the up-to-date machinery employed thruout has claimed for these two elevating systems practically all the grain that has passed thru this port since the opening of navigation this year. It is alleged that no grain has been elevated at the C. P. eltr. this season, tho about 10,000 bus. are now in store in its bins, because its eltr. is not equipped with a marine leg for elevating the grain from barges and steamers. Formerly the grain came in over the company's lines in considerable quantities, but unless a marine leg is installed its eltr. must continue next to useless in competition with the first-class equipment of the other eltrs. The G. T. Ry. and the Harbor Commissioners are handling such an enormous quantity of grain that the Commissioners are considering the erection of another eltr.

Winnipeg, Man.—The Canadian Banking Assn. has complained to the dominion government that certain powers given the Grain Growers Grain Co., in its charter, are an infringement of the Bank Act and, therefore, beyond the power of the province to grant, and asks the government for a statement of its side of the case.

Tiffin, Ont.—The new 2,000,000-bu. eltr. of the Grand Trunk is doing good work. The steamer "Midland Prince" docked at the eltr. at 5 p. m., Oct. 3, began discharging at 7 p. m., and finished discharging 310,000 bus. of wheat by 10:30 the next morning. The actual time occupied in unloading was 14 hours, an average per hour of 22,143 bus.

CHICAGO.

Deliveries of oats on contract Dec. 1 were 465,000 bus.

C. F. Schneider has severed his connection with E. W. Wagner.

J. H. Ware of Ware & Leland has been elected a member of the New York Stock Exchange.

The weighing department of the Chicago Board of Trade will give its eighth annual dinner at the Palmer House, Saturday evening, Dec. 11, at 7:30 o'clock.

John Gannon, employed by Hay Inspector Whiteside, was fatally wounded Nov. 23 by a police officer after an attempt to steal an overcoat, it is alleged.

Chief Sampler Robert Kettles has moved his office to lighter quarters on the same floor of the Board of Trade bldg., retaining part of the old offices for moisture testing apparatus.

R. Julius Richardson died at his residence in Los Angeles, Cal., Nov. 25. For many years he was one of the heavy grain shippers here and was well known to the older members of the Chicago Board of Trade.

Francis J. Kennett, for several years with Harris, Winthrop & Co., and Thos. Miller, formerly with Logan & Bryan, have formed the firm of Kennett, Miller & Co., to do a general brokerage business in grain and stocks, with offices in the Board of Trade bldg.

Illinois shippers have sold great quantities of corn to Chicago firms for December delivery, having the effect of keeping down the price of the December future and the contract grades, since the latter are easily made by the driers out of the sound lower grade corn arriving.

New driers have been put into operation on corn, both here and at several downstate points, to fill December contracts. Advices from different places in the state give assurance that country eltrs. are well supplied and promise good receipts for some time, rain or no rain, provided cars can be obtained.

Fire, believed to have been started by sparks blown in from a fire at nearby coal chutes, did \$10,000 damage in the grain storeroom of the \$750,000 malt-house of the Northwestern Malt & Grain Co., Dec. 1, and greatly endangered the company's three eltrs. The malt-house contained about 2,000,000 bus. of grain and malt.

The Rice Malt & Grain Co. has re-incorporated under the name of the Rice Malting Co. and has made formal transfer to the new company of its plant properties consisting of an extensive plant and a site of 10 acres. The plant will be equipped with the Rice malting system which the company owns for the United States and Canada.

John Dickinson, broker and member of the Chicago Board of Trade, who failed last February, again failed to appear before the referee in bankruptcy, Dec. 7. His case was continued to Dec. 21. When he failed to appear for examination Nov. 8 his counsel said he did not know where he was. This time his attorney said Dickinson was in California, endeavoring to raise money to pay his creditors.

Conditions of the timothy hay market here are becoming very serious. It seems impossible to get enough hay into the market to supply the trade regardless of the fact that prices have been advancing right along, and at present the values obtainable here certainly are high enough to tempt the shippers if it were possible to get the goods in. We do not know how much longer this will last but unless timothy hay starts to come to this market very soon, buyers will have to switch off on the prairie.—W. R. Mumford & Co.

Membership in the Board of Trade has been applied for by John D. Sayers, Jr., Louis Rosse Fyfe, Frank W. Donaldson and George L. Bacon. Martin J. Detmer, Thomas C. Janish, Winfield S. Brainard, S. R. Ireland, Frederick J. Irwin, Morrison Hunter, Robert D. Covington, Charles E. Watson, and the estate of Michael Crowe have applied for transfer of membership. The directors recently admitted to membership Henry Ellsworth, Homer F. Knight, Leonard S. Allen, Glenn H. Prillaman, Jackson T. Harris, and George E. Hargreaves. The directors have offered \$2,400 for each of four memberships. Two memberships sold recently for \$2,425 net to the buyer.

Injunction proceedings have been instituted in the Federal Court by the Western Union, the Postal, Cleveland, and the Chicago and Milwaukee telegraph companies against Sidmon McHie and 14 other officers and correspondents of the Capital Investment Co. McHie has had injunctions issued against him by the telegraph companies three times before this. Ten years ago he organized the Central Stock & Grain Exchange of Chicago. When it was enjoined he started the Central Stock & Grn. Exchange of Hammond, Ind. When suits were brot against that concern he inaugurated the Hammond Eltr. Co. which gave way to the Capital Invest. Co. that now has 75 branch offices, and 2,260 miles of private wires. Its hearing is set for Dec. 10, and plaintiffs ask that he be restrained from reorganizing in case he loses.

The Chicago Board of Trade committee headed by W. N. Eckhardt has arranged with the Rock Island road for special service to Omaha, practically a second section to the regular 6 o'clock train leaving Chicago 6 p. m., Dec. 14. Fare, \$15 the round trip; Pullman accommodations extra. Returning home, the Chicago delegation will arrive about 8:30 a. m., Dec. 17, giving practically two whole days at the Exposition. Supper will be served on the train, and the delegation will be well taken care of by A. B. Schmidt, general agent of the passenger department. Several members of the Milwaukee Chamber of Commerce will join the Chicago delegation; and intimations have been received that 25 or 30 will go, a number that the local committee hope to increase to 50. Those who wish to go should notify Chairman Eckhardt or any member of the committee direct, as the committee will procure the tickets and make Pullman reservations.

COLORADO.

Hillrose, Colo.—Construction has been started on the buildings for the Hillrose Alfalfa Mlg. & Eltr. Co.

Trinidad, Colo.—Early in November we purchased the grain business in this city of the Bowen Realty, L. S. & Produce Co., and took over the lease on its large warehouse on the Colo. & Sou. tracks, and will operate it in connection with our other property here.—The Bancroft-Marty Feed & Pro. Co.

ILLINOIS.

Algonquin, Ill.—Geo. E. Franke has built an eltr.

Randolph, Ill.—Martins Bros. have succeeded Wm. Zierfuss.

Wapella, Ill.—J. M. Greene & Co. are rebuilding their scales.

Triumph, Ill.—The Farmers Eltr. Co. will put in a Sonander Automatic Scale.

Roby, Ill.—The Roby Grain Co. has increased its capital from \$2,500 to \$3,600.

Mayview, Ill.—E. C. Saddoris bot the eltr. formerly owned by C. E. Babb & Co.

Raven, Ill.—The Raven Eltr. Co. has increased its capital from \$6,000 to \$20,000.

Ogden, Ill.—I have succeeded A. A. Funk as agent for Frank Supple.—J. M. Snyder.

Shawneetown, Ill.—The eltr. of E. W. Holt, one of the largest in this section, burned Nov. 24.

Lilly, Ill.—H. W. Jefferson leased the eltr. formerly operated by the Zorn Grain Co. at this place.

Winnebago, Ill.—I am at present mgr. for the Winnebago Produce & Supply Co.—B. Quamme.

Griswold, Ill.—We have remodeled our eltrs. here and at Rugby.—L. E. Slick, mgr. Rogers Grain Co.

East St. Louis, Ill.—The Segrave-Katz Grain Co. will build a 100,000-bu. eltr. and then add grain tanks.

Dorsey, Ill.—C. B. Munday has installed a new cleaner in his eltr. here, which is now ready to receive corn.

Oakwood, Ill.—B. B. Minor has installed a No. 2 Western Sheller in his eltr. here.—E. A. Fox, mgr.

Hammond, Ill.—C. A. Bunyan has purchased the eltr. of Sufferin & Hunt and will continue the business.

Wapella, Ill.—We have put a new Fairbanks-Morse 8-in. loading spout in our eltr.—Thorpe, Scott & Co.

Springfield, Ill.—The home of C. M. Woods, mgr. Finley Barrell & Co. here, burned down Dec. 5, partly insured.

Mackinaw, Ill.—We put a new 8-in. loading spout in our eltr, also a new floor.—Mackinaw Grain & Stock Co.

Decatur, Ill.—The Segrave-Katz Grain Co. has opened an office here in the Review Bldg. with F. P. Smith in charge.

Twin Grove, Ill.—I am putting in a new pair of Fairbanks Wagon Scales along side of corn cribs.—Frank Supple.

Murdock, Ill.—We have purchased the grain, coal, lumber and banking business here of Morgan Bros. Co.—Porterfield & Sons.

Union sta., Lincoln p. o., Ill.—Construction has been started on the new eltr. for Henry Holmes and H. C. Quisenberry.

St. Joseph, Ill.—St. Joseph Grain Co. is rebuilding its eltr. here, and expects to have it completed by Feb. 1.—C. A. Peabody, mgr.

Wyckles, Decatur p. o., R. R. No. 9, Ill.—J. A. Roney will install electric power in his eltr. here in the near future.—J. R. Blanford.

Alton, Ill.—The 100,000-bu. eltr. being erected for the Stanard-Tilton Milling Co. by the Heine Chimney Co., has nearly been completed.

Wapella, Ill.—The Rogers Grain Co. has rebuilt its eltr. here and increased its capacity from 30,000 to 40,000 bus.—J. M. Downing, agt.

Burton View, Ill.—The recently incorporated Burton View Grain, Coal & Lbr. Co. will either buy one of the two eltrs. already here or build.

Milmine, Ill.—Baker & Felger, who succeeded Felger Bros. & Baker, have spent \$1,000 rebuilding their eltr. and putting up coal sheds.

Mansfield, Ill.—I sold my eltrs. and coal business to Turner Bros. of Cumberland, Ia., Dec. 7, and they took possession at once.—W. R. Mersereau.

Congerville, Ill.—Mr. Leslie bot the eltr. formerly owned by W. J. Rich and took possession Dec. 1, 1909.—A. V. S. Lloyd, Bloomington, Ill.

Danvers, Ill.—We have installed a new Fairbanks-Morse 20 h. p. gasoline engine in our eltr.—Jesse Simpson, mgr. Danvers Farmers Elev. Co.

Litchfield, Ill.—Farmers Eltr. Co. bot the eltr. formerly owned by Nobbe Grain Co. here.—C. O. Swift, mgr. C. B. Munday & Co., Bloomington, Ill.

Niantic, Ill.—James Delaney of Delaney Bros. died here a few weeks ago from pneumonia. The firm name will be changed to Delaney & Delaney.

Philadelphia, Ill.—Henry Cunningham is pres. of our company; Miles Kensal, sec'y and treas.; and F. W. McLaughlin, mgr.—Philadelphia Farmers Eltr. Co.

Dwight, Ill.—M. L. Merritt & George B. Hager have leased the eltr. of G. L. Kern and will take possession Jan. 1.—Mr. Merritt will be the mgr.—M. L. M.

Mt. Carmel, Ill.—The eltr. of the Bluff City Mill & Eltr. Co., with 18,000 bus. of grain, was burned Dec. 9; loss, \$25,000; insurance, \$2,000 on building, \$4,000 on grain.

Ospur, Ill.—Young & Ledden have just completed their eltr. here. Union Iron Works furnished the machinery. The capacity is 10,000 bus. They will also deal in coal.

Roanoke, Ill.—I have sold a half-interest in my business to D. C. Belsley. Our new firm will start business Jan. 1, under the style of Garber & Belsley.—J. P. Garber.

Danville, Ill.—Spang & Austin contemplated building an eltr. on the Big 4 R. R., but in consequence of the high rent charged by Big 4 they will build on the Wabash R. R.

Lincoln, Ill.—At auction sale, Nov. 23, Percy Johnston purchased for the Forer estate for \$12,000 the eltrs. of the Gordon Mill & Grain Co. here and at Skelton and Burton View.

Ford Woods sta., Leroy p. o., Ill.—The Downs Grain Co., composed of farmers in the vicinity of these two towns, will build a 30,000-bu. eltr. here next spring to cost \$7,000.

De Land, Ill.—W. T. Hardin of Homer, Ill., has purchased the J. L. Parrish's eltr. and will take possession Feb. 1. Mr. Parrish will retire from the grain business to manage his father's estate. The sale was made by Jas. M. Maguire.

Danville, Ill.—Business slow now, just beginning to get busy; dealers shipping freely, filling old sales. Plenty of oats in elevators, but no disposition to move them.—P. B. McConnell.

Lilly, Ill.—The Zorn Grain Co. has built a new driveway into its eltr. I have succeeded H. W. Jefferson as agt. for the company. I was formerly in business at Danvers, Ill.—A. Drohan.

Sidney, Ill.—Fire, discovered about 8 p. m., Nov. 30, destroyed the eltr. of Rich & Blankenbaker, spread to neighboring corn cribs and destroyed them with contents. Loss, \$2,000.

Oakley, Ill.—We bot the eltr. of M. A. Nickey at this place. Mr. Nickey will give his entire attention to the Decatur Wholesale Grovory Co., of which he is pres.—Oakley Grain & Coal Co.

Champaign, Ill.—Business very poor, everybody is disgusted because they can't get cars; about 12,000,000 bus. of corn sold to be shipped out of here for export.—Mgr. Marfield Tease Co.

Shawneetown, Ill.—The fire that destroyed the eltr. of Gale Bros., Nov. 20, at a loss of \$15,000, started in a cob pile near the engine room and a high wind carried the flames to the main building.

Watkins sta., Farmer City p. o., Ill.—I have just completed remodeling my eltr. at this point and have installed a 4-ton, steel frame wagon scale and a 1,500-bu-per-hr. automatic scale.—F. R. Ludwig, Champaign, Ill.

Illipolis, Ill.—We rebuilt our eltr. at Laneville and installed the following new machinery: Richardson Automatic Scale, 1 Cornwall Cleaner and wagon scales; the balance of the machinery was furnished by Union Iron Works.—Mansfield-Ford Grain Co.

Philadelphia, Ill.—The recently organized Philadelphia Farmers Eltr. Co. has bot the eltr. here owned by Charles W. Savage of Virginia, Ill., and operated by Collins & Savage; price, \$5,000. As the building is well equipped with up-to-date machinery the new owners will soon be ready for business.

Decatur, Ill.—The new firm of McArt & Samuel, composed of A. McArt and T. E. Samuel, opened offices here Nov. 1. Mr. McArt has had five years' experience in the grain business. He was formerly with F. M. McClelland & Co. of St. Louis. Mr. Samuel has been in the grain business for the past ten years, and was formerly broker at this place for the Early & Daniel Co. of Cincinnati.

East St. Louis, Ill.—The eltr. of the Interstate Warehouse & Eltr. Co. on the L. & N. Ry. in this city, used as a transfer house by the Missouri Commission Co. and other receivers, was burned Nov. 28. Loss on building and contents \$33,000; insurance, \$27,000. This is the second eltr. to be burned on this site in 9 months, the new house having just been completed. The company, it is said, will not rebuild.

Watska, Ill.—The recently incorporated Watska Farmers Grain Co. bot the eltr. and business of Rose & Jakle, Nov. 25, for \$8,000, and took immediate possession. Homer Bell of Rossville, formerly in the grain business at Stockland, is mgr. The company is considering the purchase of machinery and plans a diversified line of business in fuel, tile and farm supplies, that will keep the plant in active operation thruout the year. W. P. Kay is pres. and George B. McNamee, sec'y.

Mill Shoals, Ill.—The Mill Shoals Eltr., owned by the Gale Bros. Co. of Cincinnati, O., and Ed Rice of Ridgway, Ill., has been overhauled by its owners, making it one of the best plants in southeastern Illinois. Its capacity has been largely increased.—Ed Rice, mgr. Ridgway Eltr. Co.

Pontiac, Ill.—S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n, has received an appointment as a member of the Committee of Five Hundred, authorized by resolution of the Deep Waterway Convention of New Orleans, to present the formal resolutions adopted by the convention, to the president of the United States, the vice pres., the speaker of the house of representatives, the chairman of the committee of commerce of the senate, the chairman of the committee on rivers and harbors, of the house of representatives and the secretary of war. Mr. Strong is also a delegate representing the Lakes-to-the-Gulf Deep Waterway Ass'n, to the National Rivers and Harbors Congress, meeting at Washington Dec. 8, 9, and 10.

Downs, Ill.—Downs Grain Co. incorporated to deal in grain, coal, lumber and general merchandise; capital, \$15,000; incorporators, J. R. Carlisle, H. H. Wagner, O. L. Scott, and E. J. Sweeney. The company will build a 40,000-bu. eltr. here to cost \$8,000, and will start construction as soon as material can be shipped in. Robert Carlyle and Robert Hodam, formerly in the grain business here, and owners of the eltr. that burned recently, are candidates for the management of the company's eltrs. here and at Ford Woods. The new eltr. will be of cribbed construction, iron-clad, 44x30x54 ft., cupola 16 ft. high full length of eltr. Equipment will include 2 stands of eltrs., 2 dumps, automatic scale and gasoline engine. George Sathoff has the contract and will start work at once.

Mayview, Ill.—Eugene Manning, for the past 8 years mgr. of the eltr. of J. B. Walton & Sons, was recently charged with embezzling \$200. He easily gave bond for \$500 and was released. Then on the discovery of alleged additional evidence two more warrants were issued, Dec. 3, for forgery. It is claimed that for several years Manning has systematically doctored the Walton books, until it is impossible to give the exact amount of the shortage. Credits have not been given to customers for money paid in. The Waltons sold considerable farm machinery. Checks received for such purchases are alleged to have the Walton endorsement forged on them. When two such checks were shown Mr. Manning claimed that Mr. Walton had endorsed them, given them to him and told him to go to the bank and get the money. Mr. Manning claims that if he could have access to the books he could soon straighten up everything, and that he will be able to show up better when his side of the transactions can be told. It is also charged that there was a systematic juggling of weights that operated to Mr. Manning's profit. His troubles surprised his acquaintances, tho he was understood to have speculated some in grain.

INDIANA.

Lagrange, Ind.—The eltr. of Zopher Case went into the hands of the Home Grain Co., which turned it into a poultry house.—Z. Case.

Indianapolis, Ind.—The annual meeting of the Indiana Grain Dealers Ass'n will be held Jan. 11 and 12 in the Board of Trade bldg. at this city.

Dayton, Ind.—Miller Y. Cassel has resigned his position of ass't cashier of the City National Bank of Lafayette to take the management of the eltr. here of his father-in-law, Frank Menefee.

Amo, Ind.—H. E. Kinney, the Indianapolis grain dealer who recently bot the property of the Amo Mlg. Co., has remodeled it and installed a grain dump. Mr. Strauss from Greenwood, Ind., is mgr.

Fort Wayne, Ind.—The Hay & Grain Producers & Shippers Ass'n will give a banquet Dec. 14 at the Wayne Hotel, when an effort will be made to enroll additional members. Thos. P. Riddle of this city is sec'y.

Loree, Ind.—Milo P. Conn is building an up-to-date grain eltr. he will operate in connection with his mercantile business. Mr. Conn has bot grain for several years, that had to be unloaded from farm wagons directly into cars.

Connersville, Ind.—A local liveryman who has time to spare is amusing himself and robbing the regular established dealers of living profits by scooping ear corn and shipping it to the Early & Daniel Co., Cincinnati. The regular dealers are J. R. Stafford, J. F. Carlos, Jas. McCann and Uhl & Snider.

Indianapolis, Ind.—L. H. Blanton, pres. of the Blanton Mlg. Co. and a member of the Board of Trade, died Nov. 30 after a brief illness with pneumonia. Born in Kentucky in 1853, he came to this city when a young man and by his fine personality made and kept many friends. He is survived by his two sons, aged 10 and 12.

Princeton, Ind.—The jury rendered a verdict of guilty, Nov. 26, in the embezzlement case of Henry E. Agar, financier of the defunct Princeton Eltr. Co., that he is charged with wrecking. The penalty is 2 to 14 years in the penitentiary. Sentence was deferred pending a motion for a new trial. Agar disappeared in January, 1907. He had arranged to substantiate the report that he had fallen from a steamer in the Wabash river and drowned. He carried a large life insurance, and the insurance companies and his creditors refused to believe him dead, and instituted a search that resulted in his capture in Texas after a chase that lasted nearly two years. Fifteen other indictments are pending against him, involving more than \$100,000 and including \$30,000 insurance.

Leroy, Ind.—Love Bros., whose eltr. burned Nov. 18, have had plans prepared for a new cribbed, iron-clad, 20,000-bu. eltr. to be erected by Fred Friedline & Co. and completed by Jan. 1. It will be equipped with two wagon dumps, sheller, cleaner, automatic scale, 25-h.p. gasoline engine, rope drives, manlift and stairways, and will have ear-corn capacity of 2,500 bus. The old building was a frame structure 20x30x60 ft. The barrels of water and buckets placed thruout the building were unnoticed at the time of the fire, which was the third fire loss Love Bros. have suffered, each caused by sparks from an engine. Nine years ago a hay warehouse, that stood on the same site, was burned with a loss of \$4,000. Two years ago another hay warehouse belonging to Love Bros. was burned some rods away from the present eltr. site.

IOWA.

Palmer, Ia.—The eltr. of the Farmers Incorporated Co-op. Soc. was damaged by lightning recently.

Swaledale, Ia.—Frank Hales has bot the eltr. of Burgess Carr for \$6,000 and has taken possession.

Salix, Ia.—H. E. Brown is pres. and Robt. Nesbit sec'y of the Farmers' Eltr. Co. recently incorporated for \$25,000.

Rossie, Ia.—Rossie Eltr. Co. incorporated by S. H. Bell, J. M. Starr, J. L. Boylon and others; capital stock, \$3,000.

Rake, Ia.—P. N. Peterson has succeeded me as mgr. for the Farmers Eltr. Co. of Rake.—B. Quamme, Winnebago, Ill.

Rossie, Ia.—Farmers have bot the eltr. here of Bowen & Regur and have retained W. F. Peterson, the former buyer, as mgr.

Hartley, Ia.—The recently organized Farmers Eltr. Co. has bot the eltr. of the Reliance Eltr. Co. and will make some repairs.

Hubbard, Ia.—A farmers' eltr. company is being organized here and may purchase the property of the Anchor Grain Co.

Geneva, Ia.—Thru a trade of property in Illinois, John A. Waddington has come into possession of the eltr. here that Mallon & Rhutasel recently bot of the Ober-Kingsbury Grain Co.

Ida Grove, Ia.—Christian M. Good has bot the eltr. here of the Ober-Kingsbury Grain Co. He was formerly mgr. for the O.-K. Co. and is thoroly conversant with the business he has taken over.

Sioux City, Ia.—Henry Weare of Spearfish, S. D., has purchased the Grain Exchange Bldg. here for \$175,000. It was formerly a hotel; since it has been remodeled its offices have been occupied largely by grain commission merchants and brokers.

Pierson, Ia.—R. J. Heaton has resumed his former position with the Trans-Mississippi Grain Co. Lawrence Eyrich, who had charge of its business at this station since July 15 last, has been transferred to the company's house at Galva, Ia. Mr. Jackson resigned to accept the position of manager for the Farmers Eltr. Co. here.

Des Moines, Ia.—John A. Mott, the millionaire grain dealer of this city, was found dead in bed recently in San Antonio, Tex., a result of apoplexy. He was on his way to Mexico to sell the Mexican government a large consignment of corn. He inherited an estate of \$3,000,000 from his father and had added much to it by his own efforts.

Sioux City, Ia.—The Interstate Grain Co. will leave Sioux City. Its terminal eltr. was closed Dec. 1, and its offices in the Grain Exchange bldg. will be closed as soon as the company can wind up its affairs. Mgr. Chas. Flanley gave as the reason: "We can not agree with the policy the railroads have adopted, and citizens of Sioux City do not seem to enjoy the same advantages in rates and general conditions allowed those of other cities." The eltr. has a capacity of 200,000 bus. More than \$100,000 was spent on its construction. For the past two years it has received grain from all parts of this territory. It had been leased by the J. Rosenbaum Grain Co. of Chicago.

KANSAS.

Greensburg, Kan.—A scoop is operating here.

Brewster, Kan.—Barrett Halderman is agt. at the eltr. here, which F. C. Kellogg recently purchased from the Home Grain Co.

Lyndon, Kan.—Robert Elmore is having a new up-to-date corn eltr. built by the P. H. Pelkey Const. Co.

Frizell, Kan.—The Frizell Grain & Supply Co. is having a 20,000-bu. eltr. built by the P. H. Pelkey Const. Co.

Larned, Kan.—The Pawnee Co. Grain & Supply Co. is having a manlift and friction clutch installed by the P. H. Pelkey Const. Co.

Anthony, Kan.—The Kramer Mfg. Co. is having new conveying machinery from its new concrete bins to its eltr. installed by the P. H. Pelkey Const. Co.

Topeka, Kan.—The statement which recently went the rounds of the press, that J. T. White had resigned as chief grain inspector of Kansas, is denied.

Burlingame, Kan.—The new corn eltr. of the Burlingame Grain & Eltr. Co., recently completed by the P. H. Pelkey Const. Co., has a capacity of 25,000 bus.

Kansas City, Kan.—The Weber Grain Co., J. J. Weber, mgr., has gone out of the commission business in which it pretended to be engaged for the past six months.

Shook, Kan.—The eltr. of the Barber Grain Co. blew down during the violent wind storm of Nov. 13. Two cars of grain were spilled over the ground about the wrecked eltr.

Rydal, Kan.—The Rydal Farmers Eltr. Co. has taken possession of the eltr. it recently purchased of Bert Ainsworth and has opened for business with Joseph McGowan mgr.

Atchison, Kan.—A company will probably be organized to build another large eltr. in the spring. Additional storage capacity is made necessary by the large increase in the grain business.

Hiattsville, Kan.—R. T. Williams, for 30 years in the grain business here, died recently after a brief illness. He had just had an up-to-date, 18,000-bu. corn eltr. built for him by the P. H. Pelkey Const. Co.

Potwin, Kan.—The Potwin Pure Alfalfa Meal Co. is considering installing machinery to manufacture a molasses-alfalfa feed. Heretofore it has confined its operations to the manufacture of the pure meal.

Wichita, Kan.—I am with my cousin, C. B. Gaunt, mgr. of the Wichita Brokerage & Com. Co., and expect to remain with him in this business. I am sec'y of the company.—P. D. Gaunt, formerly of Koshkonong, Mo.

Belleville, Kan.—The Belleville Alfalfa Mfg. Co. has its new 20-ton-per-day plant completed and has commenced grinding. As this is one of the best alfalfa hay sections of the state an abundance of the raw material is readily obtainable.

Enterprise, Kan.—I enjoy reading your magazine more than any other trade journal we get in this office. You are doing a mighty good work and every grain dealer should be a subscriber to the Grain Dealers Journal.—Thad L. Hoffman, Hoffman Eltr. Co.

Enterprise, Kan.—The alfalfa mill of the C. B. Hoffman & Son Mfg. Co. began operation the first of the month. Of fireproof, steel and concrete, construction thruout, it is equipped with a 3-ton-per-hr. grinder of the Wolf Co., a Cyclone Dust Collector, and is operated by electricity. The warehouse has a capacity of 30 tons of the finished product. The demand has been sufficient to require another grinder which the company will install soon.

Greensburg, Kan.—The Pratt Mill & Eltr. Co. has a 20,000-bu. house; one other line house here and a farmers' company intends to build this winter. Together we will certainly be able to take care of the grain in this vicinity.—Joe Clark, mgr. Pratt Mill & Eltr. Co.

Wichita, Kan.—The Rock Grain Co. has won its suit against George W. Lightner of this city, who contracted to sell it 20,000 bus. of wheat at 75c per bu. After he had delivered 4,000 bus. he refused to deliver any more. The company sued for 9½c per bu. on the undelivered grain, and the jury allowed it a judgment of 4c per bu.

Fowler, Kan.—We are rebuilding our plant, burned in October, of fireproof construction thruout. Our building will be 30x120 ft., two stories high. Our engine room will be 30x40 ft., and a warehouse with a capacity of 100 tons. The plant will have a capacity of 3 tons per hour, and when finished will cost about \$20,000. As our building is almost completed and our machinery is here, we hope soon to be in operation again.—W. P. Bunyan, mgr. Artesian Valley Alfalfa Mfg. Co.

Ashland, Kan.—As a result of the Santa Fe Ry. putting in an additional sidetrack the eltr. of Wallingford Bros. is in danger of falling and may have to be taken down and rebuilt. Natural drains were dammed, the eltr. pit was flooded by a 4-inch rain and 600 bus. of wheat soaked in the water. The standing water so weakened the foundation the eltr. leans toward the tracks. While the new siding should have been located convenient to various warehouses along the right-of-way, it has been placed so that the entrance to the eltr. of the Alva Mill & Eltr. Co. has been practically cut off and no crossing for teams provided. Resulting conditions here and along the branch are so inconvenient they will likely compel an appeal to the R. R. commissioners.

Wichita, Kan.—The Wichita Board of Trade has adopted a call rule to govern the bids sent out by members to country grain shippers, which provides that the regular commission charge shall be deducted from bids and that no price other than the closing bid shall be quoted. All bids are made on the basis of Kansas City, Mo., No. 2 wheat with No. 3 to apply at 1c scale, Wichita weights and grades, to come from points in Kansas on the Rock Island—Herington south and west inclusive; from points on the Missouri Pacific—Herington south and west inclusive; from points on the Santa Fe—west and south of, but not including Strong City; it being understood that when a party bids for wheat at a certain price, that he is to receive wheat from the above defined territory and that Wichita weights and grades will be furnished on the transaction.

KENTUCKY.

Henderson, Ky.—Cribbs containing 22,000 bus. of corn belonging to Nunn & Duncan of this place, burned recently on Slim Island about 20 miles below Henderson; loss \$13,200 with no insurance. Application for insurance had been made but the policies had not yet been issued.

Owensboro, Ky.—Workmen began, Nov. 29, to clear away the debris for the erection of the new building for the Owensboro Grain Co., replacing that burned Nov. 14 at a loss of \$60,000. The old foundations were found to be in good condition and will be used for the new building that will be considerably larger

and more convenient than the old. Meantime the company is receiving grain in the old armory and has its office temporarily with the Miller Coal & Contract Co.

LOUISIANA.

New Orleans, La.—Clearances of grain from this port during November included 887,897 bus. of wheat and 807,318 bus. of corn compared with 1,998,076 bus. of wheat and 364,627 bus. of corn during Nov., 1908. On board ship Dec. 1, not cleared, 92,000 bus. of wheat and 94,285 bus. of corn.—W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—James Norris, treas. of Norris & Co. of Chicago, has been elected to membership in the Baltimore Chamber of Commerce.

Baltimore, Md.—The grain receiving firm of Otto Stude & Co. has been dissolved by mutual consent. Mr. Stude will continue the business under the old name and assume all the liabilities.

Charlton, Md.—Daniel A. Stickell, proprietor of the Anchor Flouring Mills of Hagerstown, has bot the grain elctr. here of John W. Stonebraker and will use it as a feeder for his mills. He will take possession Jan. 1.

Baltimore, Md.—A. R. Dennis, formerly in the grain brokerage business here, and at one time the Chicago representative of the Louis Müller Co., and George A. Pope, Jr., lately identified with the stock brokerage business in Baltimore, have organized the grain commission firm of Dennis & Pope.

Baltimore, Md.—Receipts of grain at this port during the month of November totaled 629,775 bus. of wheat, 1,025,454 of corn, 184,245 of oats, 73,539 of rye, and 3,013 of barley, compared with 831,817 bus. of wheat, 911,186 of corn, 156,924 of oats, 82,418 of rye and 33,015 bus. of barley during November, 1908. Exports during Nov., 1909, included 627,606 bus. of wheat, 405,793 of corn, 100 of oats and none of barley and rye, compared with 643,635 bus. of wheat, 320,684 of corn, 2,199 of oats, 8,571 of rye and none of barley during November, 1908.—James B. Hessong, assistant sec'y Baltimore Chamber of Commerce.

MICHIGAN.

Charlotte, Mich.—Arthur J. Thompson has succeeded Moll & Thompson, grain dealers.

Climax, Mich.—The elctr. Allen Ayrault bot last summer from John Wilson burned Nov. 28; loss, \$5,000.

Burt, Mich.—The recently incorporated Burt Elctr. Co. will do a general grain business. Thomas McNally, A. E. Walcott and D. M. Hunter are the principal stockholders.

Martin, Mich.—James Fenner of Constantine has bot the mill and elctr. of Claude E. McMillan and will take possession Jan. 1. He has also purchased a residence and will move here soon.

Rice Creek, Marshall p. o., Mich.—The burning of the \$20,000 mill of N. H. Perrin, Dec. 5, nearly caused the death of a fireman who was coming down a ladder with a line of hose, when he lost his balance and fell to the cement pavement 10 ft. below. Fire believed to have started from sparks from a nearby plant. Insurance on building, \$6,000.

Detroit, Mich.—Jean Dennis has brot action in the circuit court against Carson, Craig & Co., grain brokers, demanding \$5,000 damages. He alleges that about 20,000 bus. of wheat bot for delivery July 31 were sold by the firm July 7 at a loss of about \$2,000.

Detroit, Mich.—Changes in the demurrage rules, now under consideration by the railroads operating in Michigan, formed the chief topic for discussion at a recent meeting of the Detroit Traffic Ass'n. It is proposed to charge up all demurrage and collect the gross sums every month without allowing credit.

MINNESOTA.

Cleveland, Minn.—The Quirk Mlg. Co. has leased the elctr. of the Vaughan & Brackett Co.

Ada, Minn.—The Ada Mlg. Co. has started the erection of a grain storage warehouse adjoining its mill.

Renville, Minn.—The elctr. of the Farmers Elctr. Co. burned recently; loss total; \$18,000 insurance on buildings and grain.

Halstead, Minn.—The Andrews Grain Co., that recently rented the elctr. of the Northwestern Elctr. Co., is operating both houses.

Royalton, Minn.—The Powers Elctr. Co. has leased the railroad property adjoining its elctr. and will erect coal sheds thereon.

Duluth, Minn.—The Baker Commission Co. incorporated; B. E. Baker, pres.; P. B. McTague, vice pres. and treas.; E. M. Moran, sec'y.

Glenwood, Minn.—J. J. Decker of Menno, S. D., has bot the elctr. here the Loomis-Benson Co. purchased from J. W. Funk last summer.—J. W.

Lockhart, Minn.—Members of the Society of Equity are considering building an elctr. here. Otto Malakowski is pres. and Earnest Mange, sec'y and treas.

East Grand Forks, Minn.—I have resigned my position as agt. for the Minneapolis-Nor. Elctr. Co. at this station and have accepted a position with the Garske Merc. Co., at Garske, N. D.—E. Garske.

Osakis, Minn.—H. E. Gingery, formerly in the grain elctr. business here, has bot an interest in the Osakis Mlg. Co. that operates both a mill and an elctr., and has been elected pres. and general mgr. for the company.

Renville, Minn.—The elctr. of the Monarch Elctr. Co., that was blown from its foundation Nov. 10, and since rebuilt by T. E. Ibberson, was not wrecked sufficiently to cause loss to contents, 9,200 bus. of grain. Built about 25 years ago, its timber underpinning had decayed, making it an easy prey to high wind.

Duluth, Minn.—Receipts of grain at Duluth during November were as follows: Wheat, 10,086,567 bus.; corn, none; oats, 675,679; barley, 2,231,518; rye, 134,459; flax, 4,488,640, compared with receipts in Nov., 1908: Wheat, 12,133,025 bus.; corn, none; oats, 673,722; barley, 1,743,579; rye, 90,246; flax, 4,710,866. Shipments during Nov., 1909, were as follows: Wheat, 13,785,663 bus.; corn, none; oats, 862,873; barley, 2,874,357; rye, 188,023; flax, 2,996,313, compared with shipments during Nov., 1908: Wheat, 9,503,468 bus.; corn, none; oats, 966,653; barley, 2,136,402; rye, 40,356; flax, 4,431,430.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

The Winter & Ames Co. changed its name to the Winter-Truesdell-Ames Co., Dec. 8.

G. F. Ewe, pres. of the Chamber of Commerce, gave an evening dinner, Nov. 30, to the officers, directors, and former presidents of the Chamber.

The trial of Sherman R. Norris, head of the Minnesota Grain Indemnity Co., indicted on a charge of appropriating to his own use funds of stockholders, has been set for Jan. 17.

Baled timothy hay sold in this market, Dec. 4, at \$20 a ton and timothy on farm wagons brought \$14, an advance of \$2 to \$3 per ton more than at the beginning of the switchmen's strike, due entirely to strike conditions, that should not be taken for future market. Minneapolis has a consumptive demand for 150 tons of hay per day; 20 cars containing 400 tons were on the track when the strike began, and so situated they could not be reached until cars on either side were switched out.

Receipts of grain during November included 11,598,120 bus. of wheat, 321,550 bus. corn, 1,651,426 bus. oats, 2,389,290 of barley, 293,340 bus. rye and 1,891,950 bus. of flaxseed, compared to 8,588,920 bus. of wheat, 423,930 bus. corn, 1,865,880 of oats, 1,963,950 bus. barley, 207,470 bus. rye and 1,544,000 of flaxseed during Nov., 1908. Shipments of grain included 23,273,376 bus. of wheat, 157,130 of corn, 1,890,300 of oats, 2,641,310 bus. barley, 159,040 of rye, and 578,120 bus. of flaxseed against 1,350,910 bus. of wheat, 171,800 of corn, 1,260,010 bus. oats, 2,171,170 bus. barley, 86,890 of rye and 273,830 bus. of flaxseed during Nov., 1908.—John G. McHugh, sec'y Chamber of Commerce.

For the first time in the history of the Minneapolis grain trade not a car of wheat was received in its terminals Dec. 4, on account of the switchmen's strike. Two cars of corn and one of oats got thru, but no barley, rye or flax. Outside buyers could not get their cars shipped out, nor could the local millers get their cars switched around to their plants. Wheat stocks in Minneapolis totaled only 3,137,000 bus. compared with 12,000,000 a year ago, and the 3,000 persons employed in offices in the Chamber of Commerce, Chamber Annex, Old Chamber, Corn & Flour Exchange bldgs. and state inspection offices found little to do. Monday, Dec. 6, in spite of strike and storm the roads succeeded in getting in 124 cars of wheat, 14 of barley, 5 of flaxseed and 1 of oats, and business at the Chamber of Commerce lived up. Next day 166 cars of wheat came in under unfavorable climatic conditions and nullified the effect of the strike on the wheat market.

MISSOURI.

Palmyra, Mo.—An elctr. of 15,000 or 20,000 bus. capacity will be erected here by J. W. Garrison and A. B. Banner of Bushnell, Ill.

KANSAS CITY LETTER.

The Texas Star Flour Mills Co., of Galveston, Tex., has brot suit against the Moore Grain Co., of this city, to recover \$2,509, alleging that wheat shipped to the mill last year was not up to sample.

The new elctr. under construction for Arms & Kidder is now well under way. The house will reach a height of about 100 feet and will have capacity of 70,000 bus. It is of brick construction and solidly built.

The United States Food Co. has been organized in this city. J. A. Hackett is pres. of the company, which will manufacture alfalfa meal and mixed feeds.

The Murphy Grain Co. is claiming the record on a big car of corn received Nov. 22 from Bucyrus, Kan., over the Missouri Pacific railroad. The car contained 2,031 bus. of white corn.

At a special meeting of the directors of the Kansas City Board of Trade, held Dec. 3, a special committee, with H. J. Diffenbaugh chairman, was appointed to make nominations for officers of the Board for 1910. The committee consists of H. J. Diffenbaugh, W. C. Goffe, R. W. Arndt, T. J. Brodnax and H. J. Schilling. Tuesday, Jan. 4, is the date of the election, and the nominations will be made 10 days prior to that time. The officers to be elected are a pres., a second vice-pres., 6 directors and 5 members of the arbitration committee. Up to date no candidates have entered the race. The outgoing president is F. G. Crowell.

Receipts of grain at Kansas City during October, 1909, were as follows: Wheat, 5,353,700 bus.; corn, 1,268,450; oats, 967,500; rye, 9,900; barley, 40,700; flax, 19,000; hay, 198,600 tons. Shipments during the month were: Wheat, 2,654,300 bus.; corn, 764,750; oats, 634,500; rye, 8,800; barley, 3,800; flax, 2,000; hay, 3,624 tons. Compared with receipts during October, 1908, as follows: Wheat, 4,492,400 bus.; corn, 511,750; oats, 741,000; rye, 36,300; barley, 213,400; flax, 4,000; hay, 14,100 tons. Shipments during October, 1908: Wheat, 3,049,200 bus.; corn, 399,050; oats, 483,000; rye, 4,400; barley, 5,500; flax, none; hay, 3,450 tons.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

Application for membership in the Merchants Exchange has been received from Geo. W. Cole, grain dealer, Bushnell, Ill.—Geo. H. Morgan, sec'y.

Probably from 15 to 20 members of the Merchants Exchange will attend the Omaha Corn Exposition. Arrangements are in the hands of a committee of three, but are not complete, so it is not possible to give names of those who will go.—G. L. Graham & Co.

On Dec. 10 we opened an office in the Merchants Exchange building, this city, in charge of Lewis J. Jones. Mr. Jones is a member of the Merchants Exchange and has been connected with the Hunter Bros. Milling Co. for several years.—E. R. & D. C. Kolp, Ft. Worth, Tex.

Members of the Merchants Exchange who are prominent in the wheat pit are divided over the candidacies of Manning W. Cochran and Charles F. Sparks in the contest for the presidency of the exchange. The caucus for new officers will be held during the holidays and the election will occur Jan. 5. The exchange now has about 1,600 members. Mr. Cochran is first vice-pres. and chairman of the weighing bureau, while Mr. Sparks is a director and head of the traffic bureau.

The St. Louis Millers Club gave its annual Thanksgiving dinner at the Mercantile Club on the evening of Nov. 9. The principal speakers were chosen from among the prominent railroad traffic men of the city. Music for the meeting was provided by W. G. Wilderman, special transportation agt. of the Wabash, who is a cornet soloist, and by the St. Louis Millers Club Quartet, which includes Joseph A. Buse, George M. Ravold, John A. Rohan, Leslie M. Cash and Dewey Hickey.

Edward M. Flesh, of the Merchants Exchange, was given a diamond studded watch fob by members of the exchange Nov. 29 as a testimonial of the work done by him as chairman of the committee in charge of the Chicago trip a few weeks ago, which was followed by the meeting resulting in the organization of the Council of North American Grain Exchanges.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of October the following bad order cars were found at the different eltrs., track scales and hold tracks: Leaking grain door, 513; leaking over grain door, 46; leaking boxes, 2,575; leaking end windows, 91; cars not sealed, 719; end windows not sealed, 331; end windows open, 71 cars.

The first dinner of the season of the St. Louis Grain Men's Club, composed of grain dealers of the Merchants Exchange, was given Wednesday night, Nov. 24, at the Mercantile Club. About 60 members were present. The table was decorated with pumpkins, a large pumpkin occupying the center, with smaller ones at each plate. Grain sheaves and cornstalks completed the decorations. The banquet room was darkened and the members admitted by candle light.

The uniform grades approved by the Grain Dealers National Ass'n at the Indianapolis convention were adopted by the Missouri Railroad and Warehouse Commission at a meeting held Nov. 29 at Kansas City. A telegram announcing the adoption of the new grades, received by Sec'y Geo. H. Morgan, of the Merchants Exchange, stated that they would become effective 20 days after they have been printed. The principal effect of the new grades will be the placing of Pacific Coast wheat in a separate class. Wheat weighing 58 lbs. to the bu. will be classed as No. 2 red. The minimum weight is now 59 lbs. The new grading also admits of 5 per cent white wheat mixed with No. 2 red where none is now allowed. In addition 3 grades of St. Charles white corn were added to the new grades.

The receipts of grain at St. Louis during November were as follows: Wheat, 13,622 sacks, 1,743,000 bus.; corn, 624 sacks, 1,393,700 bus.; oats, 1,312,000 bus.; rye, 40 sacks, 29,000 bus.; barley, 328,900 bus.; hay, 15,478 tons, compared with receipts in Nov., 1908: Wheat, 4,959 sacks, 1,319,000 bus.; corn, 1,878 sacks, 522,500 bus.; oats, 1,318,400 bus.; rye, 24 sacks, 6,000 bus.; barley, 295,100 bus.; hay, 16,320 tons. Shipments of grain from St. Louis during Nov., 1909: Wheat, 9,660 sacks, 1,701,800 bus.; corn, 18,560 sacks, 655,820 bus.; oats, 30,955 sacks, 1,075,160 bus.; rye, 25,800 bus.; barley, 1,729 bus.; hay, 4,690 tons, compared with shipments in Nov., 1908: Wheat, 1,102,850 bus.; corn, 3,750 sacks, 172,430 bus.; oats, 50,080 sacks, 1,248,950 bus.; rye, 6,780 bus.; barley, 17,540 bus.; hay, 7,550 tons.—Geo. H. Morgan, sec'y Merchants Exchange.

MONTANA.

Big Timber, Mont.—The new and up-to-date 60,000-bu. eltr. at this place is owned and operated by the A. F. & K. Eltr. Co., composed of J. F. Asbury, W. P. Franklin and myself. Thos. B. Quaw has no interest in this eltr.—H. O. Kellogg, mgr.

NON-SIFTING
SAMPLE ENVELOPES
TULLAR ENVELOPE CO.
Successors to
HOWE ENVELOPE CO., Ltd.
67 Larned St. West, Detroit, Mich.

The host of users of our Special Grain Shovel Rope

and all other owners of Car Pullers would do well to use our Marine-Covered

CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 105 N. Canal Street

Weevil Killed

All insects infesting grain or grain elevators can be killed by using

"FUMA" BISULFIDE OF CARBON

which is prepared especially for ridding grain elevators and mills of these pests. If you don't want your grain graded "Rejected" on account of weevil, write for relief to

EDWARD R. TAYLOR,
Manufacturing Chemist, - Penn Yan, N. Y.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

Grain Dealers Company

255 La Salle Street Chicago, Ill.

NEBRASKA.

Omaha, Neb.—Frank S. Cowgill has been elected pres. of the Grain Exchange.

Marquette, Neb.—The eltr. under construction for the farmers is nearly completed.

Springfield, Neb.—M. W. Kieck and Lewis Johnson have leased the eltr. of J. M. Elwell.

Kearney, Neb.—The Trans-Mississippi Grn. Co. has bot a Hall Signaling Grain Distributor.

Omaha, Neb.—A Hall Signaling Grain Distributor will be installed by Merriam & Holmquist Co.

Crawford, Neb.—H. C. Rincker will erect a grain and feed house here and put in a 6-h.p. gasoline engine.

Omaha, Neb.—H. L. Olsen has applied for membership in the Omaha Grain Exchange.—F. P. Manchester, sec'y.

The lumber and coal yards formerly conducted in Nebraska by the Ewart Grn. Co. and Central Granaries Co., it is reported, have practically been disposed of.

Gering, Neb.—The Gering Lbr. & Grn. Co. incorporated with capital of \$50,000 to operate in Gering; J. B. Boyer, Martin Gering, H. M. Thornton and O. W. Gardner, incorporators.

Brainard, Neb.—I will remove from this place to Elkhorn, Neb., where I will be agt. for the Omaha Eltr. Co. Joe Bruno will succeed me here with the same company.—Robert W. Jark.

Nebraska City, Neb.—The Paul Schminke Co. is building an addition to its eltr. which will double its capacity. Grain cleaners and dust collectors are also being installed in the company's mill.

Auburn, Neb.—The eltr. of Ford S. Keen on the B. & M. at this place has been bot by A. Allen and George Cummings, both experienced grain buyers. Warren Cummings will be in charge of the house.

Kösalie, Neb.—November has been the dullest month for grain I have seen; there has hardly been any grain marketed; last 2 weeks roads have been so bad farmers can hardly get to town.—P. Christensen, agt. The McCaull-Webster Eltr. Co.

Wilber, Neb.—The Farmers' Eltr. Co. has brot suit against Fred Elliott and G. H. Hammond, Andrew Snaur and A. H. Shimerda, his sureties, asking for an accounting. The company alleges it has lost an amount exceeding \$3,400 thru the careless business methods of its employe.

Edgar, Neb.—The eltr. formerly owned by J. H. Gregg, and bot by N. S. Shannon last summer, narrowly escaped burning the night of Nov. 28. It was plainly an incendiary attempt as oil had been poured over one of the doors and ignited. Prompt discovery of the blaze resulted in saving the building.

Sargent, Neb.—A number of cattle and a few horses in this vicinity have died of "cornstalk disease," the cause of which is unknown. One farmer near here lost 16 head of cattle in one night, and it is not unusual for a horse to take sick and die while hitched to a husking wagon in the cornfield. When an animal once gets sick it lives but a few hours. A number of farmers have shipped their cattle to market, as they are short of rough feed without the cornstalks.—J. E. Werber, agt. W. T. Barstow Grain Co.

Hubbard, Neb.—The Farmers Eltr. Co. recently organized here with capital stock of \$3,500, to handle grain and live stock, it is said, contemplates buying the mill of the Anchor Grn. Co. at this place. The officers of the company are: Pres., Thos. B. Long; vice-pres., Fred Bartels; sec'y, Carl Anderson; treas., John Howard.

Beatrice, Neb.—The building of the Beatrice Corn Mills, which was burned Nov. 26, will be rebuilt. Ed. S. Miller, pres. of the company, states that a new mill, larger and better than the old one, will take the place of the structure destroyed. About 15,000 bus. of corn was stored in the old plant, a large part of which can be milled.

Fremont, Neb.—The Alfalfa Products Co. of this city recently increased the capacity of its plant so that 5 cars can now be turned out daily. In addition to the construction of a capacious tank for storage the company has laid the foundation for a hay warehouse, 150x70, 26 feet high. In this will be room for the storage of 1,000 tons of alfalfa hay.

Omaha, Neb.—The Alfalfa Feed & Grn. Co. has been organized here. This concern, which will operate in this city, will handle alfalfa mixed feeds, alfalfa meal, mill-feeds, oil meal, grain and hay. Mr. Swygard of Albion, Neb., is mgr. of the new company. The Omaha company will be entirely independent of the Alfalfa Meal Co. of Albion tho both concerns will have the same officers.

Omaha, Neb.—Receipts of grain at Omaha during November, 1909, were as follows: Wheat, 741,600 bus.; corn, 355,300; oats, 870,400; rye, 43,000; barley, 101,000. Compared with receipts corresponding month, 1908: Wheat, 1,726,800 bus.; corn, 311,300; oats, 988,800; rye, 34,000; barley, 71,000. Shipments of grain from Omaha during Nov., 1909: Wheat, 538,000 bus.; corn, 722,000; oats, 882,000; rye, 26,000; barley, 53,000. Compared with shipments during Nov., 1908: Wheat, 1,350,000 bus.; corn, 129,000; oats, 1,261,500; rye, 9,000; barley, 23,000.—F. P. Manchester, sec'y Grain Exchange.

Omaha, Neb.—The Nov. 10 election marked the beginning of a new era in the life of the Omaha Grain Exchange inasmuch as it then cut loose from outside aid and will hereafter stand upon its own footing. Five years ago, when the Exchange was organized a verbal agreement was entered into with jobbers and leading business men of Omaha that they would remain on the board of directors for 5 years and keep a controlling interest in the board. It is now believed the Exchange is sufficiently well established to continue its career without other assistance than will be afforded by the grain and milling interests of the city.

Lincoln, Neb.—Wheat will form an important feature of the State Corn Growers Show to be held in this city Jan. 17-21. Corn heretofore has had precedence at the annual exhibition but wheat will come in for an equal share of attention this year. In large part the Nebraska Millers Ass'n is responsible for this movement as it has arranged to cooperate with the Corn Ass'n and has offered a valuable trophy for the best exhibit of wheat given at the show each year. In addition to the millers' trophy several cash prizes for wheat exhibits have been offered. The millers' trophy for sweepstakes will be a large silver piece of special design mounted on an ebony base. The base will be hollow and

a sample of the winning exhibit will be kept in it. It will be awarded annually.

NEW ENGLAND.

Boston, Mass.—James J. Storrow, selected as candidate for mayor of Boston by the Citizens Municipal League, has resigned as pres. of the Boston Chamber of Commerce.

Bridgeport, Conn.—Vincent Bros. and Wm. M. Terry Co. have been merged. These are two of the largest wholesale and retail dealers in grain and feed in this section. As a result of their consolidation plans are under way for the establishment of a chain of eltrs. in Connecticut. The deal includes the branch eltr. operated by the Terry concern in Danbury. Vincent Bros. are members of the Boston Chamber of Commerce and the New York Produce Exchange.

Portland, Me.—The Grand Trunk eltrs. Nos. 1 and 2 have been places of great activity of late. An immense amount of grain had been accumulating on the tracks recently and in a short time No. 2 eltr., with a capacity of 1,500,000 bus., practically was filled to the limit. Eltr. No. 1, with a capacity of 1,000,000 bus., was then set in operation and grain began pouring into its bins. Five steamers will take grain from these houses beginning within a few days and both eltrs., it is believed, will be kept busy from this time on.

Boston, Mass.—Bernard Goldfine, 19 years old, testified in U. S. district court Nov. 16 that while working in his father's office in July, 1908, Benjamin S. Canner, one of the defendants in the Marshall Hay & Grn. Co. assignment case, asked him to take up an assignment of books. This he did tho at the time only 18 years old. He signed a paper stating he was 21 and received from Julius Wolfman an assignment of the assets of the Marshall Hay & Grn. Co. To pay for the books he gave a check for \$800 and received from Wolfman a check for a like amount. Later he arranged with Wolfman to take a reassignment of the books and was instructed, he said, by Nathan Wolfman what he should say were he called to court in the matter.

NEW YORK.

Albany, N. Y.—E. M. Carpenter Co. incorporated to deal in grain and cereals: capital stock, \$20,000, divided into 200 shares; directors, Augustus S. Brandon, Wm. E. Taylor and Harriet M. C. Brandon.

New York, N. Y.—Cornelius A. Wilson, for 40 years supt. of the grain department of the Hecker-Jones-Jewell Mfg. Co. of this city and long a resident of Brooklyn, died Nov. 20. He was born in Manhattan May 21, 1841.

BUFFALO LETTER.

Some new corn has arrived at Buffalo by lake, and is turning out in good condition.

Receipts at Buffalo for November exceeded those of a year ago by over 2,000,000 bushels.

The receipts of new corn have broken all records at Buffalo in the first week of December. The corn is coming in better shape than usual and the inspection department of the Corn Exchange has been hard pressed to take care of the large amount.

The new Wheeler eltr. started Dec. 3 and elevated several cargoes successfully. This new concrete house on Buffalo Creek tracks will be of considerable use in busy times, altho its capacity is not large.

More grain is in store at Buffalo than at the same time last year and the eltr. capacity will be still more severely taxed by next week. There will, however, be considerably less grain held afloat in vessels than there was a year ago, so that the total amount at Buffalo will probably show a decrease.

The new schedule of tariffs adopted by the telegraf companies on code and cipher messages is considered exorbitant by the Buffalo Chamber of Commerce. At a meeting held Nov. 18 resolutions were adopted urging a joint committee of the senate and assembly, which was meeting here, to use its influence in having the telephone and telegraf companies placed under the control of the public service commission.

NORTH DAKOTA.

New Rockford, N. D.—The eltr. of the Gribbin-Alair Grn. Co. was burned recently.

Walhalla, N. D.—The eltr. at this place, it is said, are paying 3c over the market.

Mott, N. D.—A 40,000-bu. eltr. will be erected here for Dr. R. Sprecker, of Parkston, S. D.

Lisbon, N. D.—W. Rawson has sold his eltr. to Deihl & Sons.—O. G. Fosmo, mgr. Monarch Eltr. Co.

Niobe, N. D.—J. M. Rohe & Co., of Kenmare, N. D., have bot the interests of the Farmers Eltr. Co.

Maxbass, N. D.—C. O. Highum, formerly agt. here for McCabe Bros., has removed to Montrose, N. D.

Woods, N. D.—The Woods Farmers Eltr. Co. has installed a Eureka Scouring Machine.—J. H. Jorgeson, agt. Monarch Eltr. Co.

Kermit, N. D.—The eltr. of the Minnecota Eltr. Co. was burned Nov. 30 with its contents and 2 loaded cars; the house contained about 1,000 bus. of grain.

Mott, N. D.—The Columbia Eltr. Co., Minneapolis, has selected a site for an eltr. in the new town of Indian Creek, (no. p. o.) on the Milwaukee road, between this point and New England, N. D.

New Rockford, N. D.—The eltr. of the Powers Eltr. Co. was burned Nov. 20; loss was complete but is largely covered by insurance. At the time of the fire 3,000 bus. of wheat were stored in the eltr.

Calio, N. D.—A scooping concern is operating at this station which shipped 240,000 bus. last season. The scooper bot on track 15,000 bus. The only regular dealers are Northland Eltr. Co., Atlantic Eltr. Co. and Nels Enge Grain Co.

Fargo, N. D.—State Grain Commissioner H. O. Brown, whose headquarters are at Minneapolis, was recently in receipt of the following offer, from one of the leading terminal eltr. companies in Minneapolis: The company will receive, elevate, store, and reload out into cars, for delivery to the milling trade, or for export, for an annual storage fee of 3c per bu. It will furnish storage bins, ranging in capacity from 100,000 to 125,000 bus. or more. It will make advances of money on all grain so stored with the company or give warehouse receipts as high as 90 per cent of the actual cash value of the grain.

Belfield, N. D.—Active work on the new eltr. of David Coutts has begun and it is expected the house will be ready to receive grain by Jan. 1.

Buttville, N. D.—R. J. Cooper is mgr. of the Farmers' Eltr. Co. which company recently bot the house of the Acme Grn. Co.; Severt Bolstad has succeeded Mr. Cooper as agt. for the Gt. Western Eltr. Co.; I am agt. for the Andrews Grn. Co., having succeeded C. O. Villine.—T. Thompson.

OHIO.

Wooster, O.—We have succeeded W. D. Tyler.—The Tyler Grn. Co.

Liverpool, O.—We have succeeded Frank & Weidner.—C. Frank & Steck.

Ashland, O.—Alexander & Merkel have succeeded L. B. Fox.—Diamond Mills.

Kingston, O.—Jones & Marggraf have succeeded Dresbach & Marggraf.—C. Marggraf.

Swanders, O.—W. L. Alton will be W. L. Alton & Son after June 1, 1910.—W. L. Alton.

Eaton, O.—We have enlarged our eltr. capacity from 10,000 bus. to about 25,000 or 30,000.—The Cotterman Co.

Toledo, O.—On account of wet weather the inspectors of the Produce Exchange were notified not to inspect corn Dec. 7.

Cincinnati, O.—Samuel Stein of the Union Grn. & Hay Co. has applied for membership in the Chamber of Commerce.

Marion, O.—We have succeeded the Prospect National Mfg. Co.—The Marion Nat'l Mill Co., by John W. Jones, v. p. and treas.

Goes, O.—I am contemplating building an eltr. and chicken feed plant here but have not yet made complete arrangements.—W. A. Fourman.

Pickerington, O.—Pickerington Mill Co. is the correct name of the local firm of millers and dealers in grain and hay composed of E. R. Wooley and B. S. Hempy.

Akron, O.—The Quaker Oats Co. will erect a big plant. Ten good-sized business structures will be razed to make room for the new buildings. Plans for the plant have been prepared.

Columbus, O.—The grain committee of the Chamber of Commerce, as appointed by Pres. W. G. Benham, is as follows: E. W. Seeds, chairman; J. P. McAllister, J. W. McCord, H. Sheridan and C. E. Gwinn.

Lyons, O.—A scooper from Waseon, O., is operating here to the detriment of local trade; only regular dealer is the Lyons Grn. & Coal Co. which concern bot out the Fulton Co. Savings & Banking Co. 2 years ago.

Toledo, O.—Sam Holder has received the appointment of ass't chief grain inspector to fill the vacancy caused by the resignation of Dan Blankemeyer. G. E. Holder, who was clerk to Sec'y Archibald Gassaway, of the Produce Exchange, has been made ass't deputy inspector, vice Sam Holder.

Weston, O.—Last June I bot the eltr. owned by the United Grn. Co. and operated by the Paddock-Hodge Co. of Toledo. I have painted the house and improved it in every way necessary and it is now operated by Baldwin & Dirk. We own two other houses and will do business close to \$500,000 this year.—Ed. Baldwin, of Baldwin & Dirk.

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NEW ERA

Passenger Elevator

It's the Easiest Running

Safest

Best

It has many exclusive features
Write for further information
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U CAN PREVENT BOILER SCALE

Our International Boiler Compound removes old scales and prevents the formation of new. It is no experiment. It will surely do the work. Try it. First order subject to approval.

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20TH CENTURY BRASS & MFG. CO.
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KENNEDY CAR LINERS

INSURE YOU

against losses and worries occasioned by leakage in transit.

COST NOMINAL

Made by

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SHELBYVILLE, IND.

The Proper Christmas Present

for yourself or a
Brother Grain Dealer
is a copy of

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Bound in Leather, with
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Price \$2.25, prepaid.

GRAIN DEALERS COMPANY

255 La Salle Street
CHICAGO, ILL.

WANT HELP?

Then consult the "Situations Wanted"
columns of the Grain Dealers Journal.

Galion, O.—Have sold my eltr. and feed business here to The Weaver Bros. Co., Crestline, O., possession to be given Jan. 3, 1910. Expect to develop my holding of land and city property in Twin Falls county, Idaho.—H. J. Weaver.

Rushsylvania, O.—W. S. Lehrer of the White Oak Mlg. Co. of this city has bot the eltr. of Geo. Brungard, at Horton, O., (West Mansfield p. o.) and it will be operated as the Horton Eltr. Co., by Mr. Lehrer and L. W. Easton.—White Oak Mlg. Co., per W. F. Sackett.

Hagenbaugh sta., Urbana p. o., O.—W. H. Turner is assisting me at my eltr. here, in handling the 1909 corn crop, which is a bumper one; as 20,000 bus. of ear corn can be dumped in crib the farmers are taking advantage of this and are keeping it full; will handle 100,000 bus. this season.—Wes. Hardman, Woodstock, O.

Toledo, O.—Fifty-eight pounds is the required test weight on No. 2 red wheat here besides other qualifications. Some think this means that they will get 58 pounds wheat if they purchase our 2 red. Such is not the case. We loaded a car from public elevator Nov. 26 for an Ohio miller, the wheat testing 60½ lbs.—J. F. Zahm & Co.

Cleveland, O.—Following the raid on the offices of the Rex Commission Co., an alleged bucket shop concern, on Nov. 16, the grand jury returned indictments against Harry Rex, W. J. Worth, R. T. Hartwick, and F. J. Meaney. At the preliminary hearing the four pleaded not guilty and were released on \$500 bail each. Indictments later were returned against Wm. Cain, John Doyle and W. S. Kirker, also charging bucket shop operations. The three latter were found guilty of operating bucket shops during the summer. Rex and his associates led the county officials a merry chase before the warrants were served. They left Cleveland for Pittsburg a few hours before the offices were raided.

Pemberton, O.—The eltr. of L. G. Shanely & Co. was built by Harbour & Shanely in 1903. E. E. Harbour sold his interests in the business to L. G. Shanely in November, 1903, before their house was completed, and has not been connected with the grain business here since. About one year ago he placed some machinery in a storage house on his farm one-half mile from the railroad, and has hauled in wagons and scooped into car, some four or five cars of grain and shipped them under the name of E. E. Harbour & Son. Simmons & Cook and L. G. Shanely & Co. are the only firms here who have their own sidings, and are regularly engaged in the grain business at Pemberton.—L. G. Shanely & Co.

Toledo, O.—Shippers consigning grain should bill to their order and make drafts for reasonable amount, especially when shipping to concerns that have no rating or membership in an exchange. Letter to us Dec. 7 from an Illinois shipper says he sent a car of corn to a party at Toledo; made draft, but bank telegraphed that party had left the city. He gave the name, and it was the first we had heard of the firm. We find upon investigation they rented an office, solicited consignments, got two or three cars of wheat without paying drafts, collected the money and then left the city, forgetting to remit to the shipper. That's why we say make drafts on all your shipments. We gladly pay them upon presentation.—J. F. Zahm & Co.

Toledo, O.—The talk of trading in Spring wheat futures here seems to have led some to think that either 2 red winter or No. 1 Northern Spring would be deliverable on contracts. That is not the proposition at all. As yet nothing has been done here toward trading in spring wheat futures and probably won't be until more of the public houses build marine "legs" and there is a larger stock of spring wheat to trade on. If such a system is inaugurated, Toledo will still be a winter wheat market just as at present. All trades in the futures would mean No. 2 red winter unless otherwise specified.—J. F. Zahm & Co.

Cincinnati, O.—Grain receipts at Cincinnati during Nov., 1909, were as follows: barley, 123,050 bus.; corn, 643,010; oats, 552,602; rye, 68,863; wheat, 248,846; compared with receipts for same month last year: Barley, 90,000 bus.; corn, 485,180; oats, 366,826; rye, 40,704; wheat, 322,548. Shipments of grain during Nov., 1909: Barley, 550 bus.; corn, 262,796; oats, 441,076; rye, 44,348; wheat, 275,152; compared with shipments during Nov., 1908: Barley, none; corn, 207,708; oats, 238,650; rye, 20,989; wheat, 310,768. Receipts of hay during Nov., 1909, were 13,138 tons; compared with receipts of 9,140 tons in 1908. Shipments of hay in Nov., 1909, were 9,299 tons; in Nov., 1908, 8,311. Of mill feed 4,347 tons were received during Nov., 1909, compared with 5,760 tons received during Nov., 1908; shipments in 1909 and 1908 were, respectively, 4,156 and 3,952 tons.—C. B. Murray, supt. Chamber of Commerce.

Columbus, O.—On complaint by shippers against the mismanagement of the Detroit, Toledo & Ironton Ry. in failing to furnish cars for grain and coal, the state railroad commission has asked Attorney General U. G. Denman for an early opinion on ways of compelling a road which is in the hands of receivers to give public service. At frequent intervals during the past four months, complaints, both oral and written, have been made to the commission by grain shippers doing business in Allen, Auglaize, Shelby, Champaign and other counties, complaining of the neglect and refusal of this railroad company to furnish cars for the shipment of grain. These complaints allege not merely a shortage of cars lasting during a period of unusual activity, but they assert almost a total failure to supply any cars at all. One shipper states that not a single car has been set off to him within the last three months. Other complaints were to the effect that grain was spoiling in the elevators and markets were being lost by reason of their inability to secure cars for shipments. No attempt has been made by this company either to secure new equipment or to retain in use what it has, for during the year 1908 30 engines, 500 box cars, 1,850 gondolas and 200 flat cars were allowed to be taken away from this road on account of its failure and neglect to make payments due, yet the report by this company for the year 1908 shows interest paid on bonds, \$893,386.70; miscellaneous interest, \$33,247.92; and for the year ending June 30, 1909, interest paid on bonds, \$788,449.96; miscellaneous interest, \$45,998.17.

OKLAHOMA.

Clinton, Okla.—The Pecan Alfalfa Produce Co. incorporated, capital stock of \$30,000.

Watonga, Okla.—The R. E. Robey Grn. Co. is putting in a feeder, sheller and grinder; J. A. Horn is doing the work.

Burbank, Okla.—The W. T. Conklin Grn. Co. is having feeders, shellers and cribs installed at this station and at Kaw by J. A. Horn.

Oklahoma City, Okla.—A meeting of the arbitration committee of the Oklahoma Grain Dealers Ass'n was held here Dec. 8-9 in the office of the Empire Grn. Co.

Skiatook, Okla.—Grain business here is dull at present; not much grain moving; corn is the staple; no wheat on the market; corn going at 47c the first of Dec.; the plant of this company will require general repairs at close of season.—G. R. Carr, agt. Midland Mill & Eltr. Co.

Oklahoma City, Okla.—A meeting of the millers of the southwest was held here Nov. 23 to consider the formation of a southwestern millers' ass'n, to be composed of Missouri, Kansas, Oklahoma and Texas millers. In Kansas City at some early date a general meeting will be held of representatives from the various millers' clubs in the southwest.

El Reno, Okla.—The El Reno Alfalfa Mlg. Co. has its new plant practically ready for operation and will make a specialty of mixing feed, made of whole grains, oats, corn and alfalfa meal, producing a balanced ration. The eltr., office and trackage of the old Choctaw Mill & Eltr. Co. have been bot by the new concern, which is turning the eltr. into a corn storage house.

OREGON.

Baker City, Ore.—The Oregon Mill & Grn. Co. recently suffered a loss from fire amounting to \$40,000; partly insured.

Portland, Ore.—The Portland Flouring Mills Co. will erect a concrete grain tank on the river front to cost \$25,000; contractor is the Hurley-Mason Co.

Portland, Ore.—The Pacific Mlg. & Eltr. Co. has been incorporated with capital stock of \$500,000. Besides the usual authorization for a milling business the company's charter grants the right to operate barges and steamers between all the Pacific coast ports. Incorporators are George L. Campbell, I. C. Sanford and D. G. Leitch, of Portland; Chas. P. Doe of San Francisco, and W. W. Richardson, of Pomeroy, Wash.

PENNSYLVANIA.

PHILADELPHIA LETTER.

Corn is still arriving in rather poor condition and with high prices. Export trade is halted.

William A. Hewes, 59 years old, a grain and feed dealer, and an old member of the Commercial Exchange, died Nov. 22.

The turning down of the representative opponents of the No. 2 diverting grain freight charges has not vanquished the committee, who were trying to convert the traffic men of the regulation Trunk lines, and they are preparing a new plan of attack which will materialize soon.

Receipts of grain at Philadelphia during November, 1909, were as follows: Wheat, 2,442,594 bus.; corn, 212,547; oats, 420,057; compared with receipts during November, 1908: Wheat, 2,821,882 bus.; corn, 313,236; oats, 355,406. Exports of grain during November, 1909: Wheat, 2,015,442 bus.; corn, 76,557; oats, none; compared with 2,550,623 bus. wheat, no corn and no oats exported during the corresponding period of 1908.

The fierce package war which makes the Commercial Exchange headquarters and the main floor of the Bourse look like a wrecked grain warehouse, on the closing day of the year may be abandoned. Music and a social campfire have been suggested as the proper caper.

No substantial opposition to the renomination and election of Pres. Samuel Scattergood of the Commercial Exchange has materialized tho there is said to be a secret movement by the railroad and corporation interests for his defeat, it being conceded that he is a hard proposition to run up against.

The movement on foot by the Boston Chamber of Commerce to wipe out all differentials, has stirred up the grain men here to a "white heat," as such a course if successful would eventually abolish the 1c differential enjoyed by this port over the Hub for many a year, and for which long and expensive warfare and legal procedure have been frequently resorted to to protect this city's all rail rate on western grain. Some of the leading trunk lines are putting the blame for the present rate war upon the shoulders of the commercial bodies of the ports affected and now, emphatically declare that they alone can stop the contest by arbitrating the differential question, and if this must be, then Philadelphia may take the lead in the settlement and a joint committee from the Chamber of Commerce, maritime, and Commercial Exchanges will represent this port.

SOUTH DAKOTA.

Ortley, S. D.—The eltr. of the Ortley Eltr. Co. burned the night of Nov. 20.

Hoven, S. D.—The eltr. of the Eagle Roller Mill Co. was nearly destroyed by fire a short time ago.

Freeman, S. D.—Jacob Haar of this place has bot the eltr. here belonging to J. J. Decker of Menno, S. D.

Running Water, S. D.—Burbeck & Steckler of Avon, S. D., have bot one of the eltrs. here of M. King.

Lake Andes, S. D.—Farmers Co-op. Co. is the name of a new concern here; eltr. will be completed in about 60 days.

Nysberg, (no p. o.) S. D.—An eltr. is being erected at this place, a new town located between Tyndall and Scotland, by the farmers.

Aberdeen, S. D.—The Harrington Grn. Co. of Sioux Falls, S. D., has opened a branch house in this city in charge of C. H. Smith, formerly of Sioux Falls.

Centerville, S. D.—Grain business has been very dull for the last two weeks, account bad roads and the amount of snow we have had.—O. L. Swenson, agt. Ready Grn. Co.

Loomis, S. D.—The Farmers Eltr. Co. is installing an automatic scale and a No. 4 Eureka Cleaner. Wheat and oats are about two-thirds marketed; barley and flax all marketed tributary to this point.—Mac.

Virgil, S. D.—The J. F. Anderson Lbr. Co. has completed a 30,000-bu. eltr. fitted with belt drive, 10-h.p. Otto Engine, hopper scale and a cleaner; W. H. Mann & Co. are putting in a cleaner.—W. Rickord.

Ravenna, (no p. o.) S. D.—It is reported that two eltrs. will be erected at this new town, located between Lake Andes and Wagner. M. King of Sioux City has torn down his house at Volin, S. D., and will rebuild it at this point.

Groton, S. D.—James B. Meharg, who recently filed a voluntary petition in bankruptcy, had a hearing in court at Aberdeen Nov. 16. His assets amount to about \$15,000, while his liabilities aggregate in the neighborhood of \$23,000. Among his assets is a bank deposit of about \$10,000 which indicates the good faith of Mr. Meharg who has not resorted to an all too frequent practice of burying all convenient cash before the proceedings.

SOUTHEAST.

Stanley, N. C.—Pegram Grn. & Lumber Co. incorporated with \$125,000 capital stock by W. S. Lee, Frank Armfield and E. L. Pegram, all of this place.

Vicksburg, Miss.—The warehouse of Smith Bros., containing a large stock of grain, hay and flour, was burned Nov. 19. Loss about \$15,000, half covered by insurance.

TENNESSEE.

Memphis, Tenn.—The American Grn. Co., dealing in alfalfa, hay, and other lines has opened an establishment in this city.

Memphis, Tenn.—New members recently admitted to membership in the Merchants Exchange are H. H. Damann and P. A. Patrick.

Memphis, Tenn.—The Taylor-Greer Grn. Co. at a meeting of the directors Nov. 18 was expelled from membership in the Merchants Exchange for failure to fulfill the award of the appeal committee of Sept. 24, 1909, in the case bot against it by the Bower & Brown Eltr. Co., of Porter, Okla.

Nashville, Tenn.—The Fourth National Bank, of Nashville, has filed suit against the National Surety Co. of New York and the Kendrick-Roan Co. to recover \$40,000 alleged to have been loaned the company on warehouse receipts issued by the company's warehouseman, Joseph H. Weaver. Weaver is gone and the case promises to be a long fight, the company having denied liability.—W.

Nashville, Tenn.—The Rouzer-Sullivan Co., which has been doing a general commission business in Nashville for more than a year, is preparing to liquidate. Mr. Sullivan died in Birmingham several months ago, and later Mr. Rouzer was elected chief weighmaster of the Nashville Grain Exchange. The business is being closed out, other local firms taking the established accounts.—W.

Nashville, Tenn.—H. H. Hughes, one of the leading grain dealers and eltr. operators of Nashville, has purchased the old Model Mill site in South Nashville and is preparing to erect a large mill and feed plant there. The contracts have been let to Schuyler & Schuyler, who have begun the work. The plant will consist of a 100,000-bu. eltr., 150-ton feed mill, 500-bu. meal mill and 500-bu. grits mill. The plant will be thoroly modern and will be on the terminals of all the railroads in Nashville. None of Mr. Hughes' other interests is connected with this enterprise, there being no one but himself interested. Mr. Hughes is pres. and manager of the Hughes Warehouse & Eltr. Co., is one of the leading members of the Central Warehouse & Eltr. Co., and has other smaller interests here. His new plant will cater to both local and shipping trade.—W.

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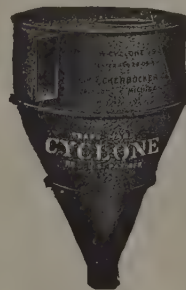
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GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO - ILLINOIS

TEXAS.

Byers, Tex.—The new 20,000-bu. corn eltr. of W. H. Dowlen & Sons has been completed by the P. H. Pelkey Const. Co.

Fort Worth, Tex.—A meeting of the arbitration committee of the Texas Grain Dealers Ass'n will be held in this city Dec. 21.

Houston, Tex.—W. D. Van Wagenen, a grain dealer of this city, committed suicide Nov. 25 by shooting. He had been in ill health.

Donna, Tex.—Donna Grn., Ice & Implement Co. incorporated with \$4,000 capital stock by B. H. Hooks, R. P. Boyce and J. Boardman.

Ochiltree, Tex.—O. W. Hutchinson is having a 14,000-bu. eltr. built at this point 45 miles from the railroad. The P. H. Pelkey Const. Co. is doing the work.

Dallas, Tex.—The Lawther Grn. Co. has been incorporated with capital stock of \$32,000; incorporators are Robt. R. Lawther, Jos. E. Lawther, Wm. J. Lawther and others.

Amarillo, Tex.—We have just completed an addition to our eltr. which gives us 30,000 bus. more bin capacity; work was done by J. A. Horn.—Early Grn. & Eltr. Co.

Wichita Falls, Tex.—The Wichita Mill & Eltr. Co. has just had a new 22,000-bu. corn eltr. completed for it by the P. H. Pelkey Const. Co., up-to-date in every respect and equipped for handling snapped corn.

Galveston, Tex.—The first story of the new sacking eltr. of the Galveston Wharf Co. is completed. The building material and machinery has now arrived and a large force of workmen will push the house to completion.

Fort Worth, Tex.—Broomcorn may be raised in large quantities in Wichita county, Tex., next year if the campaign waged by business men of that section counts for anything; at recent meetings its production has been urged and figures submitted showing the cost of production and the revenue from the harvested crop.

Galveston, Tex.—November clearances for foreign ports of grain loaded at Galveston included 52,000 bus. wheat and 94,286 bus. of corn. Total shipments since Sept. 1, 1909, have been 1,320,081 bus. wheat and 351,429 bus. corn, compared with shipments same period last year: Wheat, 4,006,884 bus.; corn, 3,016,626.—C. McD. Robinson, chief inspector Galveston Board of Trade.

Pecos, Tex.—H. A. Mauser and Frank M. Redfield of Chicago, and H. C. Edwards of Kansas City, have formed a company, capitalized at \$50,000, and will erect two alfalfa mills, one in this city and another at Balmorhea. They expect to have the mills in operation by March 1. Mr. Edwards for the last year has been supt. of the American Alfalfa Food Co., at Wichita, Kan., and for a number of years preceding was engaged in the alfalfa business.

Fort Worth, Tex.—Texas now has nearly 5,000,000 inhabitants and we require for the needs of the state annually about 25,000,000 bus. of wheat, 250,000,000 bus. of corn and 50,000,000 bus. of oats. This fact should induce our farmers to pay every attention to grain raising; it is poor financial policy to send our cotton money north in exchange for grain that can be grown profitably in Texas.—G. J. Gibbs, sec'y Texas Grn. Dealers Ass'n.

Fort Worth, Tex.—The large amount of demurrage charges paid in this city during November, the largest of any month previously in the grain history of the city, has moved Pres. H. B. Dorsey of the Texas Grain Dealers Ass'n to say that no institution is so badly needed in this city as a new eltr. of large capacity and modern equipment. The eltr. capacity of the city is not small now, but demurrage charges indicate that at times there are as many as 100 cars of grain on sidings.

Fort Worth, Tex.—New members admitted to the Texas Grain Dealers Ass'n are Bosque County Mill & Eltr. Co., Clifton, Tex.; Blackburn-Hollingsworth Grn. Co., Whitewright, Tex.; Sewell Grn. & Fuel Co., Vernon, Tex.; F. M. Duncan, Killeen, Tex., and A. D. Crouch, Fort Worth House, Fort Worth, Tex. H. W. Smith, of Cleburne, Tex., has applied for membership in the Ass'n. The following changes have taken place: H. B. Dorsey, Ft. Worth, Tex., to Dorsey Grn. Co.; Van Alstyne Eltr. Co., Van Alstyne, Tex., to Grayson Mill & Grn. Co.; Miles & Co., Leonard, Tex., to J. C. Christian & Co.; J. F. Edwards, Dallas, Tex., to The J. F. Edwards Grn. Co.; S. A. Shaw, Childress, Tex., to P. S. Roberts; Smith Wiley & Co., Sanger, Tex., to Wiley Grn. Co.; G. J. Gibbs, Vernon, Tex., changed to Fort Worth. The following have resigned: Diamond Roller Mills, Taylor, Tex.; (sold out.) H. C. Farrington, Chillicothe, Tex.; (out of grain business.) Ft. Worth Grn. & Eltr. Co., Ft. Worth, Tex.; Harrison & Co., McKinney, Tex.; Hubbard City Mill & Eltr. Co., Hubbard, Tex.; Johnson Merc. Co., Canadian, Tex.; (out of grain business.) Pittman & Harrison Co., Sherman, Tex.; Plains Lbr. & Grn. Co., Happy, Tex.; (out of grain business.) Terrell Grn. & Merc. Co., Terrell, Tex., and White Grn. & Mlg. McKinney, Tex.—G. J. Gibbs, sec'y Texas Grn. Dealers Ass'n.

WASHINGTON.

Waterville, Wash.—Our company has been handling a great deal of wheat; have sold up to this time (Nov. 30) 295,700 bus. and still have quite a lot to dispose of; this wheat is all of the bluestem grade and is making an average of 61 lbs. to the bu.—J. Q. Adams, sec'y, The Waterville Union Grn. Co.

Seattle, Wash.—Wheat growers of the state are agitating a statewide movement to abandon wheat sacks, which at present are costing them more than \$2,000,000 annually. The average price of sacks is 10c, and more than 18,000,000 were used this season in Washington alone. The railroads and steamship men are opposing the movement on the ground that they will be required to supply closed cars and to build bulkheads in the holds of vessels. The farmers declare they will not go to the extra expense next year of obtaining sacks, and the railroads can haul the wheat in bulk or leave it in the warehouses. There is a rumor that the matter will be threshed out in the legislature.

Walla Walla, Wash.—Shipments of wheat on flat cars have already resulted in losses to shippers but in order to meet the insistent demand from the coast for wheat any cars available are being used. Sufficient cars of the box type cannot be obtained. Grain men say there has always been a heavy loss when wheat was shipped in the open by farmers who would slash the sacks as the trains stood on sidings, letting out wheat for their chickens or pigs, or by others stealing

the sacks. A few days ago at Hector siding 38 sacks were hauled off in one load. The tracks of the wagon were clearly visible the next day beside the railway. Shippers recall in this connection that three years ago, when similar conditions prevailed, some warehousemen overbilled their cars and demanded payment for the full bill. Another source of loss is the fact that the unprotected grain is often soaked with rain.

WISCONSIN.

Waukesha, Wis.—A 28-h. p. gasoline engine has been installed in the new eltr. of the Waukesha Grn. & Produce Co.

Superior, Wis.—The Gt. Northern eltrs. recently broke the world's record for grain shipments, loading out 785,000 bus. of wheat in one day.

Manitowoc, Wis.—It is not our intention to build a new grain eltr.; we are, however, contemplating the erection of another malt kiln.—The Wm. Rahr Sons' Co.

Manitowoc, Wis.—The Manitowoc Eltr. Co. is erecting a second house which, when completed, will double its capacity. The new eltr. will have capacity of from 15,000 to 20,000 bus.

Fond du Lac, Wis.—The officers of the reorganized Fond du Lac Malt & Grn. Co. are: Pres., Andrew Pick; sec'y and treas., Andrew J. Pick; directors, Andrew Pick, A. J. Pick, Geo. Seeber, Geo. Zett and Jos. Haefner. The plant will be put into immediate operation with A. J. Pick as mgr. A general malting business will be done.

MILWAUKEE LETTER.

The Chamber of Commerce memberships of W. G. Kellogg, J. W. Simpson and Robert Pringle have been transferred; the transfers of J. H. Sprecher, R. J. Wirtz and S. H. Woodbury are pending; R. M. Labarthe, D. J. Murphy, K. C. Testwuide and Walter J. Bush have applied for membership.—H. A. Plumb, sec'y.

Taking effect Dec. 30 thru rates will apply on flaxseed, wheat, rye, barley, oats and corn from stations on the Gt. Northern in Minnesota, South Dakota, Iowa and Nebraska to Milwaukee, same as are in effect to Chicago. This important readjustment was effected only after George A. Schroeder, mgr. of the freight bureau of the Chamber of Commerce, personally waited upon officers of the road at their head offices.

Milwaukee, Wis.—Grain receipts at Milwaukee during Nov., 1909, were as follows: Wheat, 1,073,100 bus.; corn, 180,400; oats, 1,140,000; barley, 1,938,000; rye, 116,000; hay, 2,940 tons; compared with receipts same month, 1908: Wheat, 1,418,000 bus.; corn, 365,000; oats, 1,102,400; barley, 1,648,600; rye, 117,800; hay, 3,253 tons. Shipments of grain during Nov., 1909, were: Wheat, 400,639 bus.; corn, 325,654; oats, 896,275; barley, 1,037,460; rye, 82,297; hay, none; compared with shipments during Nov., 1908: Wheat, 751,208 bus.; corn, 153,497; oats, 865,519; barley, 1,233,560; rye, 99,088; hay, 134 tons.—H. A. Plumb, sec'y Chamber of Commerce.

The total loss on the plant of the Charles A. Krause Mlg. Co., burned Nov. 22, is now placed at \$200,000, insurance \$132,500. Quickly following the blaze plans were made by Mr. Krause for taking care of his regular customers in a plant located in the city and it is also likely that a second plant will be leased temporarily in order that the company

may begin filling a half-million dollars' worth of orders now standing on its books. Mr. Krause states that at an early date a new plant constructed of concrete and steel will be erected. The factory just destroyed, he said, he had believed was fireproof, but found it was not. Fortunately the office building, located 500 feet from the plant, was not damaged, and all the company's records are intact.

ELEVATOR OPERATORS.

Forsyth, Ill.—Shellabarger Eltr. Co., eltr. on I. C.; capacity, 25,000 bus.; handles 300,000 bus. grain annually; L. Bowden in charge.

Emery, Ill.—Shellabarger Eltr. Co.; 2 eltrs. on I. C.; capacity, 95,000 bus.; handles 250,000 bus. grain annually; H. Malone in charge.

Mayview, Ill.—E. C. Saddoris; eltr. of 70,000 bus. capacity on I. C.; in business since June, 1909; eltr. formerly owned by C. E. Babb & Co.

Clinton, Ill.—P. K. Wilson; 2 eltrs. on I. C.; capacity, 75,000; A. Harris in charge; handles 175,000 bus. annually; also operates eltr. at Birkbeck, Ill.

Randolph, Ill.—Martins Bros.; eltr. on I. C.; capacity 25,000 bus.; house formerly owned by Wm. Zierfuss; firm composed of W. C. Martins and Fred Martins.

Allentown, Ill.—W. S. Russell, dealer in grain, coal and live stock; eltr. on Vandalla; capacity, 40,000 bus.; in business 25 years; handles 150,000 bus. grain annually.

Oakley, Ill.—Oakley Grn. & Coal Co.; eltr. on Wabash Ry.; capacity, 50,000 bus.; in business 5 years; but eltr. of M. A. Nickey; C. Holcomb and J. W. Probst in charge.

Bondville, Ill.—Hitch & Kirk; 2 eltrs. on I. C.; total capacity 90,000; firm composed of J. Q. Hitch and M. A. Kirk; eltr. formerly owned by Rising & Murray and C. E. Ambrose.

Lilly, Ill.—Zorn Grn. Co.; eltr. on Big 4; capacity, 30,000; handles about 75,000 bus. of grain annually; A. Drohan in charge.—H. W. Jefferson & Co.; eltr. on Big 4; capacity, 30,000; handles 150,000 bus. grain annually.

Home, Ill.—Fred Rose; eltr. on Wabash; capacity, 100,000 bus.; in business 3 years; handles 250,000 bus. grain annually.—J. M. Current; eltr. of 100,000 bus. capacity on Wabash; in business 8 years; handles 200,000 bus. grain annually.

Maroa, Ill.—M. R. Allsup; eltr. on the Vandalla line; capacity, 50,000; in business 18 years; handles 250,000 bus. grain annually.—Shellabarger Eltr. Co.; eltr. of 65,000 bus. capacity; on I. C.; handles 250,000 bus. grain annually; R. B. Parker, agt.

Brokaw sta., Bloomington p. o., Ill.—J. C. McCord; eltr. on Lake Erie & Western; eltr. capacity, 16,000 bus.; headquarters Bloomington; has been in grain business here 9 years; handles 135,000 bus. grain annually; E. M. McGraw in charge of eltr.

Chama sta., Sentinel Butte p. o., N. D.—Golden Valley Independent Grn. Co.; eltr. of 40,000 bus. capacity, completed Aug. 1; equipped with 8-h. p. gasoline engine, rope drive, Sidney Manlift, Sonander Automatic Scale, 6-ton dump scale, hopper bottomed bins.

Yates, Mont.—Golden Valley Independent Grn. Co., W. W. Wood, mgr.; eltr. of 40,000 bus. capacity, completed Aug. 1; equipped with 8-h. p. gasoline engine, rope drive, Sidney Manlift, Sonander Automatic Scale, 6-ton dump scale, hopper bottomed bins.

Lexington, Ill.—J. J. Kemp; eltr. on C. & A.; capacity, 100,000; but house from farmers last March; is member of Chicago Board of Trade; Thos. Shapland is managing the business now during Mr. Kemp's absence at his plantation in Mississippi.

Glen Ullin, N. D.—Golden Valley Independent Grn. Co.; T. E. Hegna, mgr.; eltr. of 40,000 bus. capacity, completed Aug. 1; equipped with 8-h. p. gasoline engine, rope drive, Sidney Manlift, Sonander Automatic Scale, 6-ton dump scale, hopper bottom bins and modern throut.

Ogden, Ill.—Zorn Grn. Co.; headquarters, Peoria; operate eltr. of 30,000 bus. capacity on Big 4; A. E. White in charge; has been with firm 5 years.—Frank Supple, headquarters Bloomington; eltr. on Big 4; capacity, 12,000 bus.; also operates eltrs. at Twin Grove (p. o. Danvers), Gillum and Bloomington; J. M. Snyder in charge here.

Cerro Gordo, Ill.—Cerro Gordo Grn. & Coal Co.; operates 2 eltrs. here; total capacity about 75,000 bus. handles annually 525,000 bus. of grain; O. N. East is mgr. of one house; company composed of W. Armsworth, pres.; J. A. Kiser, sec'y, and W. Longanecker, treas.

Bement, Ill.—J. F. Sprague; eltr. of 30,000 bus. capacity on the Wabash Ry.; in business 10 years.—Bement Grn. Co.; 2 eltrs.; total capacity, 45,000; on Wabash Ry.; in business 7 years; handles annually 450,000 bus.; Pres., Thos. Lamb; sec'y, A. M. Totten; mgr., W. B. Fleming.

Seymour, Ill.—Wm. Murray; headquarters Champaign; eltr. of 60,000 bus. capacity on I. C.; in business 30 years; operates eltr. at White Heath and Rising (p. o. Champaign), Ill.—Johnston & Karr; eltr. on I. C.; capacity, 15,000 bus.; in business 28 years; firm composed of R. Johnston and Jas. Karr.

Osprey sta., Clinton p. o., Ill.—Shellabarger Eltr. Co.; eltr. on I. C.; capacity, 35,000; handle 100,000 bus. grain annually; H. A. East, agt.; headquarters of company, Decatur.—Young & Ledden; eltr. on Ill. Trac. System; capacity, 10,000; firm composed of J. M. Ledden and J. W. Young; in business here 7 years.

Beach, N. D.—Golden Valley Independent Grn. Co.; A. H. Bakke, mgr.; but eltr. of Golden Valley Grn. Co. and I.; company owns and operates eltrs. at Glen Ullin and Chama (Sentinel Butte p. o.), N. D., and Yates, Mont.; stock is owned exclusively by A. H. Bakke, T. E. Hegna, Geo. J. Elliott and W. W. Wood, who are the local agents.

Milmine, Ill.—Willis Samuel; eltr.; capacity, 35,000 bus.; on Wabash Ry.; in business here one year; handles 200,000 bus. grain; formerly in business at Boswell, Ind.—Baker & Felger; eltr. on Wabash; capacity, 35,000; in business here since June, 1909; 250,000 bus. grain handled annually; house formerly owned by Felger Bros. & Baker.

Danvers, Ill.—Levi Johnston; eltr. on Big 4; in business 15 years; handles 225,000 bus. annually.—Danvers Farmers Eltr. Co.; eltr. on Big 4; capacity 45,000 bus.; in business 5 years; handles 250,000 bus. annually; firm composed of F. Simpson, pres., D. R. Harris, vice-pres., and J. Simpson, treas. and mgr.; also operate eltr. at Woodruff (p. o. Lilly), Ill.


Mackinaw, Ill.—Mackinaw Grain & Stock Co.; eltr. on Big 4; capacity, 25,000 bus.; in business 3 years; handles 200,000 bus. grain annually; pres., Jas. Tyrell; sec'y, John Layten; treas., Lyman Porter; mgr., Thos. Blair.—Puterbaugh, Walker & Co.; eltr. on Vandalla; capacity, 15,000 bus.; firm is composed of H. Puterbaugh, F. Walker and R. Puterbaugh; succeeded John Hoffman & Co., Oct. 29, 1909.

Chenao, Ill.—Harrison Bros. & Dorman; headquarters Dwight, Ill.; operate 2 eltrs. here, on C. & A. and T. P. & W.; A. V. Dorman in charge; have been in business here one year and a half; handle 300,000 bus. grain annually.—F. L. Warner; eltr. on C. & A.; capacity, 45,000 bus.; has been in grain business here 2 years; handles 250,000 bus. grain annually; also has eltr. at Ballard (p. o. Chenao).

Heyworth, Ill.—Rogers Grn. Co.; headquarters Chicago; Wm. Tjaden agt. in charge; eltr. on I. C.; capacity, 60,000 bus.; handles 200,000 bus. grain annually; J. C. Golt formerly was agt. here.—Hasenwinkle Grn. Co.; headquarters, Bloomington; eltr. on I. C.; capacity, 45,000 bus.; have been in grain business 12 years; handle 400,000 bus. grain annually; also operate house at Hendrix, on the I. C.; E. C. Hollis in charge of both eltrs.

Monticello, Ill.—Mansfield & Co.; 2 eltrs.; on Wabash and I. C.; total capacity, 50,000 bus.; in business 8 years; handle 200,000 bus. grain annually; firm composed of N. A. Mansfield, J. F. Beall, G. Jacobsen and W. L. Finson.—Monticello Grn. Co.; 2 eltrs.; on Wabash and I. C.; total capacity, 55,000 bus.; in business 6 years; handles 750,000 bus. annually; firm composed of J. A. Salyers, pres.; N. F. Kelly, sec'y, and others; R. Jones is mgr. of eltrs.

Wapella, Ill.—J. M. Greene & Co.; warehouse of 100,000 bus. capacity on I. C.; firm composed of J. M. Greene and W. R. Carle; in business 15 years; handle 200,000 bus. grain annually.—Rogers Grn. Co.; headquarters, Chicago; C. D. Downing agt.; has been with company 11 years; eltr. capacity, 40,000; house on I. C.; handle annually 250,000 bus. grain.—Thorpe-Scott Co.; Harry Scott, agt. in charge; eltr. on I. C.; capacity, 20,000; firm composed of E. M. Thorpe, F. F. Scott and John Summerville; in business here 5 years; handles 175,000 bus. grain annually.



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The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.


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Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly.

Our prices are right, and we furnish goods which we guarantee to be the best.

A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

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Richardson Automatic Scales

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Supply Trade

THE LITTLE AD.

I'm just a little group of type
Set up to fill blank space,
My Master thinks I surely will
Bring business to his place.

Maybe, perhaps, he doesn't know
That type is almost human;
With feet, a body, shoulders, face
Like any other true man.

And so, if he would reap results,
He'll watch me with great care;
Give me good clothes, wash my face.
And help my speech prepare.

If he'll do this, I'll warrant you
I'll do my level best,
He must, of course, put me where
I'm seen like all the rest.

I should be put where buyers' eyes
Will surely see me ever;
Then I'll bet he'll praise my work
And kick about me never.

—J. W.

Fairbanks, Morse & Co. have filed a petition with the Iowa Railroad Commission asking for a reduced rating of scale frames.

The cold weather has stimulated the demand for Calcium Chloride for making anti-freeze solution for water jackets of gasoline engines and water barrels.

The man who goes after business with a one-time advertising campaign, like a man who takes a hunting trip with one cartridge, can't expect to get much game. —*Rusty Mike's Diary.*

Judging by the calls for plans of elevators and the unusually busy appearance of the elevator contractors' offices there will be more elevators built next season than for many years.

Winters-Coleman Scale Co., Springfield, Ohio, reports the demand for the Osgood Automatic Beamless Scale, which they have recently taken over, to be beyond their expectations. The company will continue to push the Sonander Automatic Scales for elevator users.

Weller Mfg. Co., Chicago, advises us that work has begun on its new plant. The buildings will be steel construction throughout, saw tooth roof with the exception of the foundry, and will be equipped with the most modern labor saving devices obtainable. The building for the storage of patterns will be fire proof throughout. A modern office building and shipping room will be designed for quick and accurate handling of all orders. It is expected to have the plant ready for occupancy by May 1, 1910.

The first annual meeting of the National Gas and Gasoline Engine Trades Ass'n was held at Chicago Nov. 30, Dec. 1 and 2, 1909. The attendance must have been highly gratifying to the promoters of this new organization. Three meetings were held each day, many papers and addresses were given and much useful information about the manufacture, sale and operation of gas engines was imparted. The following officers were elected for the ensuing year: M. A. Loeb, Cincinnati, O., president; C. O. Hamilton, Elyria, O., vice-pres.; Otto M. Knoblock, South Bend, Ind., treasurer, and Albert Stritmatter, Cincinnati, O., secretary. The last two officers were re-elected.

The Richardson Scale Co. has shown considerable enterprise by installing a full size 1,000-bu. Automatic Elevator Scale, new 1910 model, in connection with the Corn Show at Omaha.

F. H. & E. K. Ludington, two of the stockholders of the H. & L. Chase Bag Co. of St. Louis, Mo., have purchased the business of this corporation, which has by this transaction been dissolved. Thus passes away the oldest bag company in the country, it having been established in 1828.

Recently the advertising press has been discussing the question, Who pays for the advertising? While individuals vary some in their views, the consensus of opinion seems to be that it is the non-advertiser who is the loser, pays the bill because he does less business with consequent greater overhead charges.

Advertisers should know for their own immediate aid what trade papers "make good." Such information should be acquired and investigated by an association of advertisers. There are trade papers which give real and great value to advertisers and others are blood suckers read or received by very few people. The making of these investigations should be scientific and would be an invaluable aid to a judicious expenditure of money. Ask the traveling men which journal they see in offices of country elevator operators.

The Metal Specialties Mfg. Co., Chicago, had an exhibit of its G. & M. Compression Igniter at the recent convention of Gasoline Engine Trades. This device has many advantages and is giving satisfaction. The chief points of superiority over other methods of ignition are: No mechanical connection with any moving part of the engine; the spark may be advanced or retarded at will; and the results are: easier starting—greater power—steadier running—no misfires—less straining and jerking of the engine and a greater saving in fuel.

Clover and Bumblebees.

The agency of bumblebees in the fertilization of clover is presented by L. R. Waldron in North Dakota Sta., Rpt. Dickinson Substa. 1908, pp. 7, 8. Experiments were conducted with and without the bees and with a miscellaneous lot of insects collected in a clover field. The insects were in the cages 48 hours. The heads in the cage without insects were pollinated by rolling between the palms.

Out of 14 heads studied under control treatment the percentage of flowers per head producing plump seed was 5.7; hand rubbed, 3 heads, 2.4 per cent; field, 10 heads, 62.4; miscellaneous insects, 70 heads, 2.3; bumblebees, 68 heads, 47.

From these results the author concludes that bumblebees are responsible for about 95 per cent of the clover seed produced and that a small amount of clover seed is formed by natural self-pollination.

Exports of wheat from Canada during the harvest year 1908 amounted to 45,879,098 bus.; oats, 4,829,025 bus.; barley, 2,702,154 bus.; compared with 41,905,937 bus. wheat, 3,869,302 bus. oats and 982,738 bus. barley exported during the harvest year 1905. Exports of last year's harvest included also 10,000,000 bus. of wheat in the shape of flour, making the total for the year about 56,000,000 bus., or about 18,000,000 bus. less than the total quantity of wheat inspected for sale in the three prairie provinces, as reported by Consul A. G. Seyfert, of Owen Sound, growing country. Will pay 25% on in-

Seeds

Michigan farmers are protesting against the government's action of sending out free seeds. It is claimed the seeds received are of an inferior quality.—B.

Fifteen carloads of alfalfa seed will be shipped from Ontario, Nyssa and Vale, Ore., this year, declares Ward Canfield, buyer at the last named place for a Portland firm.

Schindler & Co. have been incorporated at New Orleans with capital of \$5,000 to deal in seeds; pres., James Barrett; vice-pres., Albert H. Schindler; sec'y-treas., Louise Schindler Barrett.

The new seed inspection law of Washington probably will remain a dead letter so far as enforcement is concerned as there are not sufficient funds appropriated by the state to insure its enforcement. The testing of seeds, it is believed, will remain, as in the past, in the hands of federal officials, at least so far as seeds shipped in interstate commerce are concerned.

Stop-loss orders include the commission. If you say stop my March seed at 25 cents loss, it would mean to sell if market was unkind and declined 20 cents, because the commission on futures amounts to almost 5 cents bushel. If you mean to stop at 25 cents decline in the price, you should say stop at 25 cents decline, not 25 cents loss. See the difference?—C. A. King & Co., Toledo, O.

We have a limited demand for Hickory King corn, but it has almost ceased to be grown thru this section and up to the present time we have been unable to contract for any of it with our seed growers. This is a variety which has been advertised so extensively as to create a demand for it, but I think any man who has grown it one year will not continue raising it a second season.—J. G. Peppard, Kansas City, Mo.

Imports of clover seed, during the nine months prior to Oct. 1, amounted to 12,405,279 lbs.; flaxseed, 922,371 bus.; compared with 13,906,932 lbs. clover seed and 26,618 bus. flaxseed imported during the corresponding period of 1908. Exports of clover seed during the nine months of 1909 prior to Oct. 1 amounted to 10,159,213 lbs.; flaxseed, 3,021 bus.; timothy seed, 15,346,531 lbs.; other grass seeds valued at \$243,608; compared with 2,579,199 lbs. clover seed; 1,149,599 bus. flaxseed; 16,152,029 lbs. timothy seed and other grass seeds valued at \$209,921 exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Canadian areas of land in red and alsike clover and alfalfa, compared with like areas last year taken as 100, show red clover as 97.15 per cent, alsike, 91.07 and alfalfa 96. The proportion of red clover in crop is 2.85 per cent, of alsike 8.93 per cent and of alfalfa 4 per cent less than last year. The decreases are general in all the provinces, but are greater in New Brunswick and Quebec than elsewhere. Correspondents attribute the decrease in these crops for seed to the long period of drouth in midsummer, at which time pastures were so bare that farmers had to graze the aftermath, as reported by Archibald Blue, chief of the census and statistics office, Dept. of Agri., Ottawa, Can.

Laws governing the sale of agricultural seeds of Maine are contained in Maine Sta. Off. Inspc. 12, pp. 73-92.

The Duncan Seed Co., St. Joseph, Mo., by Wm. A. Duncan, its proprietor, filed a voluntary petition in bankruptcy Nov. 27.

Clover area in Ohio sown in 1908 cut for seed amounted to 17 per cent; average yield per acre was 1.4 bus.—Ohio Dept of Agri.

Japan clover, or Lespedeza, its history, culture, values and uses are presented by F. G. Buford in Bien. Rpt. Tenn. Dept. Agr. 1907-8, pp. 141-153.

Exports of clover seed at New York for week ending Dec. 4 were 178 bags, likely very little of it red clover; no imports. Week's exports of alsike were heavy at 7,902 bags.

"California wheat" is a fake, not being wheat at all, but a variety of kafir corn known as shallu, brot to America 20 years ago by the Louisiana Experiment Station, and discarded after trial.

Common varieties of dodder, their character and the structural differences in seeds of certain specified kinds are described by H. von Guttenberg in Naturw. Ztschr. Forst u Landw., 7, 1909, No. 1, pp. 32-43, fig. 7.

Chicago received during the week ending Dec. 4, 459,055 lbs. timothy seed, 4,450 lbs. clover seed, 312,220 lbs. other grass seeds and 19,000 bus. of flaxseed against 960,733 lbs. timothy seed, 300,053 lbs. clover seed, 874,880 lbs. of other grass seeds and 21,000 bus. of flaxseed during the corresponding week of 1908. Shipments for the week ending Dec. 4 were 282,947 lbs. timothy seed, 48,823 lbs. clover seed, 460,495 lbs. other grass seeds and 3,148 bus. of flaxseed against 497,277 lbs. timothy seed, 91,756 lbs. clover seed, 1,015,777 lbs. other grass seeds and 2,200 bus. flaxseed during the corresponding period of 1908.

Receipts of clover seed at Toledo for week ending Dec. 4 were 1,180 bags; compared with 3,190 bags received corresponding week last year; to date this season receipts have been 25,269 bags; compared with 77,185 bags received to corresponding date last year. Shipments of clover seed from Toledo for week ending Dec. 4 were 383 bags; compared with 5,959 bags shipped corresponding week last year. To date this year shipments have been 5,272 bags; compared with 33,373 bags shipped to corresponding date last year. Receipts of alsike for week ending Dec. 4 were 85 bags; compared with 112 bags received corresponding week a year ago; to date this season estimated receipts have been 6,805 bags; compared with 5,848 bags received to corresponding date last year.

M. F. Miller, of the Missouri College of Agri. and Exp. Sta., and Prof. H. L. Bolley of North Dakota, have each recently issued notices to seedsmen and farmers thruout their respective states calling attention to the facilities provided by the state authorities for inspection and testing of seeds. The former declares the farmers of Missouri are annually wasting thousands of dollars in buying seeds of poor quality and urges their employment of the seed testing laboratory at Columbia, Mo., in order to obviate this loss. Dealers in North Dakota are warned by Prof. Bolley that the law contemplates as thoro inspection of the seeds placed upon the market as is possible and that it calls for a publication of the results. The proper methods for submitting seeds for examination are given by each of these state officials.

Grass and clover seed production in Denmark is presented in Ber. Land. u. Forstw. Auslande, 1909, No. 19, pp. 31. In addition to statistical matter with reference to production of seed of the various grasses and clovers the general results secured in the improvement of these crops is given.

London, Eng. — Trade has quieted down in spring sowing seeds; the position remains unchanged. Yearling English red continues very firm. New French, Russian and Hungarian have rather more offering; Chilians also, but prices maintained. Alsike dearer in both American and Canadian, but little business passing. Whites and trefoil very firm. Grasses show fine samples, unchanged prices.—John Picard & Co.

Clover seed receipts at Cincinnati during Nov., 1909, were 1,555 bags; timothy seed, 6,480 bags; other grass seeds, 22,116 bags; compared with receipts during Nov. 1908: clover seed, 2,416 bags; timothy seed, 5,502 bags; other grass seeds, 12,476 bags. Shipments of clover seed during Nov., 1909, were 2,589 bags; timothy seed, 2,791 bags; other grass seeds, 14,638 bags; compared with shipments during the same months in 1908: clover seed, 2,203 bags; timothy seed, 3,461 bags; other grass seeds, 8,947 bags.—C. B. Murray, supt. Cincinnati Chamber of Commerce.

Dutch Seed Trade.

Deputy Consul-General Ernest Vollmer makes the following report from Rotterdam on the renewed activity in the seed trade of Holland:

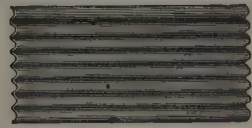
The total declared exports of seeds to the United States through the Rotterdam consulate-general during 1907 amounted to almost \$300,000, divided as follows: Grass, \$147; caraway, \$63,052; linseed, \$168; nasturtium, \$767; rape, \$207,657; canary, \$406; flax, \$1,163; mustard, \$7,254; poppy, \$11,984; spinach, \$406. Taking into consideration large shipments through the Amsterdam consulate, the total seed exports to the United States in a good average year may be estimated at from \$450,000 to \$500,000.

The year 1908 showed a general decline in the volume of trade of many leading articles, and seeds, being to a certain extent luxuries, showed decreased exportation by some \$100,000, the exports via Rotterdam having dropped to \$192,406. With the general business revival during 1909, however, more seeds are again finding their way to America, the exports during the first two quarters of the year being as large as previously, with increased heavy shipments recently, since the harvesting of this season's crop.

There seems to be a slight upward trend in the prices of the seeds, which mainly interest the American buyers at present. In caraway seed there has been some heavy buying, owing, it is said, to the fact that orders booked for October delivery are proving hard to fill, as supplies are somewhat low. Stocks in brown and white mustard are also a little below normal, poppy seed seems very firm, rape seed is quiet.

The August flower, a plant also known as the oil, or broom, weed, which grows abundantly in northwestern Oklahoma, is now being cut and sold to broom corn buyers for \$35 a ton. The plant is used to fill the insides of cheap grades of brooms. Formerly the weed was regarded as wholly worthless, but its cultivation may now be started systematically.

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affords a ready reference to the entry or record of any car number. Facing pages are 11x14 1/2 inches, of heavy ledger paper and each is ruled into columns, one for each digit. Space in each column is provided for Initials, Car Nos. and Record. Marginal index, double faced of heavy canvas, are also furnished.

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255 La Salle St.,

Chicago, Ill.

Grain Carriers

Car shortages are reported in central Illinois and northern Michigan.

For granting and receiving rebates the U. S. Court at Louisville Dec. 2 indicted the Louisville, Henderson & St. Louis Ry. and the American Tobacco Co.

Cargoes of some Atlantic steamers are partly sacked to prevent shifting as in the loading of the Glenesk at Portland, Me., Nov. 15. Of the 184,000 bus. wheat loaded 8,000 was sacked.

An increase of surplus cars numbering 2,912, and a decrease of 12,406 in shortages reported, is the encouraging record for the two weeks ending Nov. 24. It is now confidently believed that the period of greatest stress is over.

The great activity of lake tonnage during October and November has brot forth the comment from Pres. Wm. Livingstone of the Lake Carriers Ass'n that this great volume of business has demonstrated the return of prosperity to the great lakes. Last year, he said, about half of the lake commerce was tied up for lack of business.

The steamer W. C. Richardson, of Cleveland, bound from Duluth to Buffalo with a cargo of 200,000 bus. of flaxseed, valued at \$375,000, foundered Dec. 9 when within half a mile of the Buffalo harbor entrance. The insurance on the Richardson, amounting to \$250,000 would have expired at noon Dec. 10. The cargo was fully insured.

Steady progress is being made on the new barge canal which will displace the present Erie Canal connecting Buffalo and New York. To date \$15,000,000 represents the value of the work done on the canal of which nearly one-half has been expended during the last year. The total amount of work now under contract has reached \$48,000,000.

A fleet of barges, of the large type built for use on the 1,000-ton barge canal now in course of construction, arrived in New York City a few days ago. The barges are owned by the New York, Buffalo & Gt. Lakes Transp. Co. The fleet consisted of a steam power boat and 5 barges which are a third larger than the present boats. The cargo carried was 83,000 bus. of oats.

Suit for damages in the sum of \$1,560.79 has been brot by the Nye Schneider Fowler Co. against the Union Pacific, the action resulting from the refusal of the railroad to pay certain claims made for elevation allowances, with interest at 6 per cent from Dec. 31, 1907. An order, dated Jan. 6, by the Interstate Commerce Commission, directed the railroad company to pay the amount claimed, but thus far it has refused.

Equitable rates on grain shipments from points in North Dakota to Duluth, obviating discrimination in present rates which, it is declared, favor Minneapolis, have been asked by the North Dakota Railroad Commission which recently laid the matter before the Interstate Commerce Commission. The explanation given by the Northern Pacific officials for the situation is that tho the distance over their lines is the same, yet where they come within competition of roads hauling to Duluth via Minneapolis, they are forced to cut the rate to meet the competition of those roads.

Following a conference at the White House Nov. 29 it was announced that the administration will exert all its influence toward securing a comprehensive revision of the Interstate Commerce Law by the incoming Congress. A rough draft of the proposed amendments to the law was submitted by Attorney General Wickham, and while this was considered in all its details no decision was reached.

The extension of the St. Paul road into Winnipeg, it is now declared, will be undertaken in 1910. A delegation from North Dakota which recently waited on Pres. A. J. Earling stated that he made it plain that it is the intention of the company to make the extension. The road will be carried north from Fargo, cutting midway between the Casselton branch and the main line of the Gt. Northern into Grand Forks, from where it will run west to Larimore, and from there directly north to Winnipeg.

Lake navigation closed on Dec. 5 at midnight, insofar as present rates on hull and cargo insurance were concerned. Special hull insurance equal to about 1c per bu. on grain will admit of grain shipments as late as midnight of Dec. 10. The current insurance rate of 45c per \$100 on hulls is swelled to 85c per \$100 on boats leaving between Dec. 5 and Dec. 8, and between Dec. 8 and Dec. 10 the rate is increased to 1 per cent. Vessel owners assert that the insurance item is a heavy one, amounting to almost 5 per cent of the entire season's business, or a season tax for the eight months of around \$20,000 on a modern carrier.

The subject of milling and storage in transit probably will come before the Interstate Commerce Commission for a general hearing some time during January next. Correspondence recently has been carried on between the Commission and the principal carriers in the southwestern sections of the country, mainly the railroads leading to and from the south, southeast and west, over new tariffs to go into effect Jan. 1, providing for milling and storage in transit. Abuses which have arisen in the business were called to the attention of the carriers and immediately tariffs were amended by the roads in order to meet the objections. The result has been that the Commission gave tentative approval to the new plans which will be subject to revision if necessity for such action is disclosed at the forthcoming hearing.

To obtain rebates on shipments suit was brot against the Atchison, Topeka & Santa Fe Ry. by Wm. Uhlmann & Co., hop buyers, who had a contract with the road obligating it to pay the freight from country points to the Santa Fe warehouse at San Francisco, Cal., the railroad to derive its profit on the long haul from San Francisco to points outside the state. The shippers turned over to the road at San Francisco 8,344 bales of hops on which they paid in local freight and cartage \$3,454. The road refused to repay this amount alleging to do so would subject it to the penalties of the interstate commerce act for rebating. Judge Van Vleet of the circuit court has just made the interesting decision that the contract was entered into with full knowledge of the law, and that there was no reason why the shipper should suffer as a result; that possible prosecution under the interstate commerce act was a future consideration for the government officials charged with that work, and did not affect the status of the present civil action for damages for breach of contract.

The Erie Canal will close at midnight Dec. 15 after one of the busiest seasons since 1906. In regard to the business of the year Collector Asa M. Williams said "While our report is not yet completed it shows that we have had a bigger season than last year. The canal opened 15 days earlier than in 1908 and closed 15 days earlier on account of the barge canal work. A large part of this work had to suspend while the canal was in operation. They will now begin to draw out the water from Lockport to Rochester in order that the contractors may proceed with their work." When the figures are ready it is believed they will show that at least 20,000,000 bus. of grain were shipped thru the Buffalo gateway eastward over the Erie Canal.

The Welland Canal will be reconstructed by the Canadian government and the locks reduced in number from 25 to 7, according to a recent statement by the prime minister. By shipping men this is regarded as the first step in a long war between the grain carrying interests of the United States and its northern neighbor. Since the Welland locks have been deepened to 14 feet the Erie Canal, it is asserted, has done practically no business. An appropriation of over \$100,000,000 was made by the state of New York and the Erie Canal will be deepened to 12 feet. The Erie, when 6 feet deep, could carry grain thru to New York cheaper than it could be carried via the Welland Canal, when that canal was only 8 feet. With the Erie 12 feet deep it is argued that the United States will get all the business. The government surveyors of the dominion are now marking the way for a new canal which will be about 3 miles shorter than the present one, and having locks about 20 feet deep, 75 feet wide and 750 to 900 feet long.

Reparation Allowed.

Refund of \$8 has been ordered in the case of the Bartlett Commission Co. vs. the St. L., Iron Mt. & Sou. Ry. for equipping six cars with grain doors; cars were loaded with corn shipped from St. Louis to various southern points on dates ranging from Sept. 20 to Oct. 26, 1908.

Refunds of overcharges on grain shipments have been ordered paid E. R. & D. C. Kolp, Greenville Mill & Eltr. Co., H. Poehler Co., Home Mill & Eltr. Co., W. A. Rundell & Co., J. T. Holland, Pierson-Lathrop Grn. Co. and Patton-Hartfield Co.

Switchmen's Strike Subsides Under Truce.

The strike of the switchmen in the Northwest, which threatened for a time to cause millions of loss thru the paralysis of traffic, has now subsided under truce of the conference between the railroad employes and the officials of the roads affected.

During the last few days railroad officials have given assurance that they have reached an understanding with officials of the Switchmen's Union and the Brotherhood of Railroad Trainmen in Chicago, which insures that there will be no hostilities, at least until after the wage demands of the two labor organizations shall have been discussed in conference. The committee appointed by the railroads to meet the representatives of the two organizations represents not only the western railroads now involved in the strike of the Switchmen's Union in the Northwest, but also the Eastern roads entering Chicago.

Supreme Court Decisions

Title to Stock Bot on Margin.—Where brokers bought stock on margin on a customer's order, the legal title to the stock vested in the customer, and he became the broker's debtor for the unpaid balance of the purchase price, the stock remaining in the possession of the broker as if pledged to him as security therefor. —*Little v. McClain*. Supreme Court of New York. 118 N. Y. Supp. 916.

Manager of Co-operative Assn. Can Incur Debt.—Where several individuals organized an ass'n to operate a co-operative store, and appointed a managing agent, who was a member of the executive committee, in charge of the ass'n's affairs, such agent was empowered on behalf of the ass'n to incur indebtedness as required by the ordinary conduct of the business. —*Ashley v. Dowling*. Supreme Judicial Court of Massachusetts. 89 N. E. 434.

Erection of Wooden Elevator in Fire Limits.—A city ordinance established fire limits and declared it unlawful for any person "to erect or attempt to erect within the above-described fire limits any wooden building." Held, the moving of an already constructed wooden grain elevator from a point outside to a location within such fire limits was within the prohibition of the ordinance. —*Red Lake Falls Milling Co. v. City of Thief River Falls*. Supreme Court of Minnesota. 122 N. W. 872.

Reciprocal Demurrage.—Reciprocal demurrage charges, if penalties at all, are statutory penalties, and not penalties created by contract; and hence, where the chancery court has taken jurisdiction for the auxiliary purpose of discovery, sought in a bill to compel the carrier to pay such charges, it will grant full relief by a decree for the amount proved. —*Keystone Lumber Yard v. Yazoo & M. V. R. Co.* Supreme Court of Mississippi. 50 South. 445.

Legislature Can Regulate Exchange.—The Legislature may interfere with the rules and methods of the New York Stock Exchange, which is a voluntary ass'n organized to furnish facilities to its members in buying and selling stocks and bonds for others on commission, on it being assumed that the exchange is charged with a public interest, so that the business must be carried on without unjustifiable discrimination; but the courts on motion of a non-member, cannot interfere. —*Heim v. New York Stock Exchange*. Supreme Court of New York. 118 N. Y. Supp. 591.

Loss of Goods Before Signing B/L.—Where cotton had been delivered to a railroad company and accepted for shipment, that the Bs/L, which were prepared by the shipper and presented to the company's agent for signing, had not been signed before the cotton was destroyed by fire, negated the company's liability for loss by fire, would not prevent a recovery of the value of the cotton, as the company's liability did not depend upon the undelivered B/L, but upon acceptance of the cotton for transportation. —*Texas Midland R. R. v. H. L. Edwards & Co.* Court of Civil Appeals of Texas. 121 S. W. 570.

Non-Delivery of Message by Telegram Co.—Burns' Ann. St. 1908, § 5781, imposing a penalty on telegraph companies for failure to deliver messages, and section 5783 requiring the delivery of messages to the addressee, provided he resides within one mile of the telegraph station or within the town in which the station is, must be construed together, and there is no penalty for a failure to deliver a message to an addressee residing beyond the statutory limits, in the absence of a special provision made by the sender for such delivery. —*Western Union Telegraph Co. v. Kiltzke*. Appellate Court of Indiana. 89 N. E. 405.

Void Limitation in B/L.—Const. Neb. art. 11, § 4, which provides that "the liability of railroad corporations as common carriers shall never be limited," applies to contracts involving interstate commerce, and under such provisions, as construed by the Supreme Court of the state, contracts made in Nebraska for the shipment of horses to another state, in which, in order to obtain the rate of freight named in the tariff schedules of the company, based on such valuation, the shipper is obliged to agree that the liability of the company shall, in case of loss, be limited to \$100 per head, regardless of actual value, are void as to such attempted limitation, and the shipper may recover the actual value. —*Latta v. Chicago, St. P., M. & O. Ry. Co.* U. S. Circuit Court of Appeals. 172 Fed. 850.

Strength of Concrete.—A contract for the construction of a concrete building provided that all concrete should be of one part cement, two parts sand, and four parts crushed stone. The crushed stone first used by the contractor was found to be too large, and a change was made so that more sand was used. The change was made with the knowledge and consent of the owner, and the material which went into the walls was first class, and in substantial compliance with the contract. The walls were not as smooth as they should have been to make a first-class job in appearance, but their strength was not thereby materially affected. Held, not to show that the concrete used in the construction of the walls was not of the quality agreed on. —*Schillinger Bros. & Co. v. Bosch-Ryan Grain Co.* Supreme Court of Iowa. 122 N. W. 961.

Bs/L.—Factors' Act (Laws 1830, p. 203, c. 179) § 3, providing that every agent entrusted with the possession of any B/L shall be deemed the true owner thereof so far as to give validity to any contract made by the agent for the sale of the goods, and Pen. Code, §§ 628-634, providing that the agent of any carrier who delivers to another any merchandise for which a B/L has been issued is punishable by imprisonment unless the receipt is surrendered at the time of delivery or unless the receipt bears on its face the words "not negotiable," give to a B/L a higher quality of negotiability than simply to make it transferable by indorsement and delivery, and the voluntary act of the owner of property in giving to another a B/L which unqualifiedly directs the carrier to deliver the goods to the person named therein or to his order is sufficient to estop such owner from making any claim to the goods as against a person dealing in good faith with the person named therein. —*Gass v. Astoria Veneer Mills*. Supreme Court of New York. 118 N. Y. Supp. 932.

Landlord's Lien in Kentucky.—Under Ky. St. § 2317 (Russell's St. § 4574), giving the landlord a superior lien for a year's rent on produce of the leased farm, but for no rent that has been due for more than 120 days, and providing that if the produce be removed openly from the leased premises, without fraudulent intent, and be not returned, the landlord shall have his lien on it for 15 days from its removal, and may enforce it against the property wherever found, where after the end of the year for which a farm was rented, at which time the rent became due, the tenant, being indebted for the rent, surrendered tobacco raised on the farm to the landlord, which surrender was invalid as against the tenant's other creditors because the landlord was his wife, and she then shipped the tobacco to defendant to sell as her agent, and it sold it, applied the proceeds on the tenant's debt to it, and refused to pay the landlord, all this within 15 days after the removal of the tobacco from the premises, and 120 days after the termination of the lease—the landlord's right of action against defendant to enforce its lien against the proceeds accruing when it refused to pay her the same was not lost by failure to bring the action within 120 days after the rent became due. —*Jones v. Louisville Tobacco Warehouse Co.* Court of Appeals of Kentucky. 121 S. W. 633.



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is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.



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CHICAGO
Capital \$1,500,000; Surplus and Undivided Profits \$500,000.
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Feedstuffs

Insurance rates on alfalfa mills may be affected by a recent reported investigation of them as risks by a representative of one of the old-line companies. The investigator said, in an interview, that so far as he had been he believed that where an alfalfa mill was properly constructed, and particularly where a metallic dust collector was in use, he believed the risk was not one that should be classed as extra hazardous.

Charges filed by the Department of Agriculture against several feed concerns, were upheld by the court in a hearing at Washington the past week. Among those fined and products ordered rebranded were, Lawrence & Hamilton Co., New Orleans, La.; J. W. Biles Co., Cincinnati, O.; Pacific Mills Co., Portland, Oregon; J. Lindsay Wells Co., Memphis, Tenn. The charges were those of misbranding both as to the analysis and quality of the goods.—W.

The organization of a National Ass'n for Feed Control Officials probably will take place at an early date. At the recent convention of southern state commissioners of agri., held at Jackson, Miss., it was learned that officials from 43 states have expressed their willingness to attend a meeting for the purpose of organization, and it is believed that Washington, D. C., will be chosen as the place for the meeting which may be held early next year. The main purpose of the proposed ass'n will be to agree upon a uniform feeding stuffs law and rules and regulations to govern it.

The Iowa stock food law has been declared valid by Judge McPherson of the federal court at Des Moines. The National Linseed Oil Co. refused to comply with the law in the matter of printing on the outside of all packages the formula of the contents of the package, and brot suit to enjoin the State Pure Food Commission from interfering with this arrangement. The state demurred to the complaint. Judge McPherson sustained the demurrer and held the law to be valid, as its constitutionality had been attacked. A large number of stock food concerns are interested, as none of the outside companies has complied with the Iowa law, and they will appeal this case.

The new feeding stuffs law of the state of Washington, which becomes effective Jan. 1, 1910, will impose very exacting conditions on the feed dealers of that commonwealth. Included among those who will experience the stringency of the regulations imposed by the new act, passed at the latest session of the legislature, will be not only exclusive dealers in feed, but also those who handle hay and whole grain. All dealers are required to file with the director of the state experimental station at Pullman a verified certificate giving the brand and ingredients of feed and percentage of crude fat and protein it is guaranteed to contain. Labels must be bot of the station showing such information, and dealers must have analyses made and verified. On or before Jan. 1 each year the dealer must make a sworn statement to the director of the amount of stuff sold or offered for sale during the previous year.

Elevator men and grain dealers would do well to patronize local poultry shows. Poultry fanciers are large buyers of waste grains and millstuffs that cannot be used for human food.

Inspection of feeding stuffs, fertilizers and foods is treated in Maine Sta. Off. Inspec. 12, pp. 73-92, which contains the text of the state laws governing these commodities.

A new process for grinding alfalfa hay into meal is described by M. C. Peters, a manufacturer of alfalfa feeds, as follows in application for letters patent: Alfalfa hay is reduced into a chopped product of leaves and stems; the fine material is then screened out of the mass; then the remaining coarser material is further disintegrated, followed by progressive screening out of the finer particles; this process to continue while the material is undergoing reduction in the same chamber in which the screening of the material takes place, and then combining the whole screened product of the previous separation with the whole screened product of the final reduction.

A more satisfactory ration can be made with wheat bran as a basis than can possibly be made without it. A farmer who has corn and oats will seldom find a time when, at current prices, he can afford to feed his oats rather than exchange at least a part of them for wheat bran. For instance, with oats at 32 cents per bushel he would better sell them and buy bran if he can get it at anything less than \$24.00 per ton. He will get his protein cheaper, and, besides, will get the advantage of the peculiar psychological effect of the wheat bran itself. What is true of wheat bran for dairy cows is true of middlings for pigs and calves. I would hardly know how to bring up calves on skim milk without bran and middlings. I have tried cornmeal ground fine, raw and boiled, but the mill feeds have, in my experience, demonstrated their superiority. All through the corn belt, therefore, middlings are practically indispensable for young pigs.—W. G. Crocker before Southern States Ass'n.

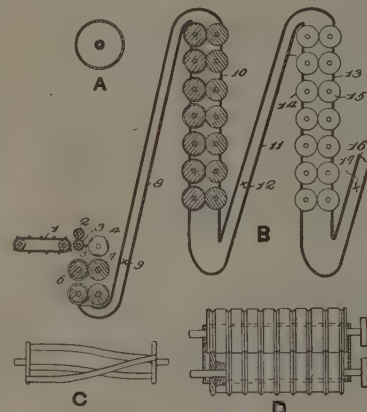
The greatest drawback against alfalfa mixed feeds is that a number of manufacturers are using adulterations and worthless fillers; therefore, some of these feeds are not giving satisfaction. They are fooling the people and even the agricultural chemist by putting in cotton seed, or linseed oil meal and bringing up the analysis, but this is far from being a balanced ration, even with a high percentage of protein. We have come to the conclusion that it would be far better to compel the alfalfa-mixed feed manufacturers to give the exact ingredients of their feed and even guarantee the per cent of ingredients, which we believe would be of more value to the feeder than the analysis, as very few people are posted on what a proper balanced ration should consist of, but if they have a guarantee of the per cent of ingredients each one can form his own opinion as to the value and the cost of the feed. This would be a benefit to an honest manufacturer, but a death blow to the dishonest one.—The Otto Weiss Alfalfa Stock Food Co.

Pellagra, which is said to come from corn, causes a "mental and physical breakdown." Another product of corn will bring about the same result, but it requires more time.

Alfalfa Drier and Mill.

The alfalfa drier and mill shown in the engravings herewith is the invention of William E. Rickey, of Rocky, Okla., to whom letters patent, No. 940,193, was issued Nov. 16.

Among the claims made for the drier and mill is that it provides novel means for removing the moisture from alfalfa without destroying its nutritive properties or detracting from the appearance of the product, the removal of the moisture enabling the alfalfa to be ground to provide meal or food in granular or comminuted form.



Alfalfa Drier and Mill.

The apparatus comprises a feeder 1, Fig. B, which consists of an endless apron or carrier mounted upon rollers and provided with teeth which engage with the alfalfa or like material and advance it to the operating mechanism. A pair of feed rolls 2 and 3 are located at the delivery end of the carrier 1 and are driven at a higher rate of speed than the carrier to prevent the latter drawing any of the alfalfa or material downward at the delivery end. A rotary cutter 4, located opposite the feed rolls, comprises a series of spirally arranged blades C. A stationary cutter 5 is interposed between the rotary cutter and the lower feed roll.

After descending thru another set of cutter rolls 6-7, (spaced disks, Fig. D, arranged to match with and operate in companion rolls), the alfalfa ascends thru the spout 8, this operation being effected by means of a fan blower 9. A series of pairs of cutter rolls are located at intervals in the length of shaft 10 with which the upper end of the spout is connected. The number of pairs of cutter rolls employed will depend upon the capacity of the appliance and the degree of fineness to which the alfalfa or like material is to be cut.

A second spout 11 communicates with the lower end of the shaft and a positive blast is established by means of a fan blower 12. A second shaft 13 is provided and is supplied at intervals in its length with pairs of pressure rolls 14 and 15 between which the material is passed. The second spout communicates with the upper portion of the shaft 13 to deliver into it the material from the lower end of the shaft 10.

The pressure rolls are heated and serve to remove the moisture, both by expressing it from the material and by evaporation, the latter resulting from heating the rolls. The material is fed from one shaft to another by means of a spout 16 in

which a fan blower 17 is located. The pressure rolls A are hollow and each is mounted upon a shaft, whose end portions are hollow, the hollow ends communicating with the interior of the rolls. One end of each roll is coupled to a steam supply pipe and the opposite end to a return pipe.

In the operation of the mechanism the alfalfa or other material to be dried and comminuted is placed upon the conveyor and advanced by it to the feed rolls, which in turn supply the material to the cutting mechanism. The material then drops and passes between the cutter rolls, thence successively thru the shafts during which travel it is further comminuted and dried. After leaving the last set of pressure rolls the material may be either conveyed to a mill to be ground into meal or stored in a bin for future use.

Exports of Breadstuffs.

Our exports of breadstuffs during the ten months prior to Nov. 1 included 3,279,192 bus. barley, 27,262,363 bus. corn, 924,479 bus. oats, 366,606 bus. rye, 34,985,405 bus. wheat, and 7,426,093 bbls. wheat flour; compared with 4,177,318 bus. barley, 27,526,950 bus. corn, 807,905 bus. oats, 2,629,874 bus. rye, 79,534,925 bus. wheat and 10,584,549 bbls. wheat flour during the corresponding period of 1908. The total value of all breadstuffs exported during the ten months prior to Nov. 1, 1909, was \$99,131,246, against \$154,359,475 during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

I do not care to be in the grain business without the Grain Dealers Journal.—E. A. Harseim, Agt. Atlas Eltr. Co., Volin, S. D.

Southern States Favor Uniform Feed Law.

The eleventh annual convention of the Southern States Ass'n of Commissioners of Agriculture and allied agricultural interests was held at Jackson, Miss., on Nov. 16, 17 and 18. The next annual meeting of the ass'n will be held in Atlanta.

At the meeting recently closed the subject of feeding stuffs and the main features of a uniform feed law for adoption by the southern states received more attention and consideration than any other one subject. By invitation of the ass'n, representatives of feed manufacturers and dealers were in attendance and participated in the discussions that were held. Among the important changes in the proposed uniform feed law that it was decided should be made were the following:

In filing statements for registration with the Commissioner of Agriculture, or in showing the analysis of feeds, only the minimum percentages of crude protein and crude fat and the maximum percentage of crude fiber, shall be given. It was agreed that the percentage of carbohydrates, formerly required, should be omitted.

The section of the law having reference to adulteration of feeding stuffs was changed to read: "Or who shall adulterate any feeding stuff with foreign, mineral or other substance or substances, such as rice, chaff or hulls, peanut shells, corn cobs, oat hulls, cottonseed hulls, buckwheat hulls, weed seeds, elevator chaff and screenings, flax plant refuse or similar material of little or no feeding value, or with substances injurious to the health of domestic animals, shall be guilty of a violation of this act."

The section of the law having reference to the inspection and sampling of feeding stuffs was amended by striking out the condition: "Provided, further, that if the analysis of any such sample does not differ within reasonable limits from the statement prescribed in Sec. 1 of this act, appearing upon the goods, the manufacturer shall be considered as having complied with the requirements of this act." It was contended by the state officials that no manufacturer should have a right to guarantee a higher percentage of crude protein or crude fat or a lower percentage of crude fiber than the feeding stuff actually contains.

At a special conference of both the state officials and the feed interests it was agreed that the following rule should be adopted: "Oat hulls may rightfully be used in a mixed feed, provided they are accompanied by and not in excess of the full milling proportion of the oat middlings and oat shorts, as obtained from the run of the mill and provided said feed in which they are used, fully complies with the standards and rulings of the * * * Board of Agriculture."

The proposed uniform feed law of the southern states commissioners differs from that presented at the convention by W. G. Crocker, chairman of the uniform feed law committee of the Millers National Federation, only in a few particulars. One of these is that the commissioners insist on issuing licenses and deriving some income under the law. The millers contend for the exemption of mill feed from any inspection or similar regulation; it being so exempted in 20 states.

The Grain Dealers Journal is complete in every detail.—Gus Jones, Van Wert, O.

Quaker Quality Chicken Feeds Are Made to Suit All Poultry Needs

Poultry "Cranks" are feeding "Cranks." There is a reason for this; because to get the highest egg production hens must have variety. Quaker Quality brands have been in quick demand because they are qualified to fill this important want.

Elevator men and grain dealers who have Quaker Quality Chicken Feeds in stock are able to meet and supply all the demands of any customer. They make money and build business for all who handle them. Here is the list of Brands:

Quaker Scratching Grains
Schumacher Scratching Grains
Blue Ribbon Scratching Grains
Purity Hen Feed
Prize Winning Hen Feed
American Hen Feed

Quaker Little Chick Feed
Schumacher Little Chick Feed
Blue Ribbon Little Chick Feed
Purity Little Chick Feed
Prize Winning Little Chick Feed
American Little Chick Feed

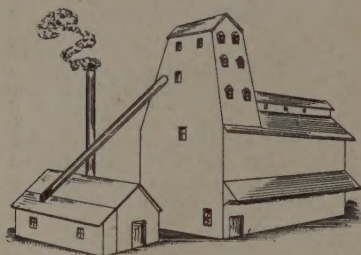
Our unequalled buying and manufacturing facilities explain our ability to quote absolutely the lowest prices possible on perfect goods—Quaker Quality. Send for samples or get our quotations to-day.

The Quaker Oats Company FEED DEPT. **Chicago, Ill.**

Fire Hazard of Cob Houses.

The disposal of corn cobs in such a way as not unduly to increase the fire hazard is a problem too often left unsolved, as in the case of the plant illustrated in the engraving herewith, which was drawn by the artist from memory after a fire, which communicated from the boiler house to the main building thru the cob spout, had destroyed the entire plant.

In this case the fire from the cob room got into the cob spout thru an opening made in the bottom of the spout to let the cobs drop into cob room. This made



Fire Spread Thru Cob Spout Destroyed this Plant.

a swinging gate which when closed directed the cobs over the house and to a pile on the ground. The draft thru this opening carried the fire up thru the spout of No. 14 iron to the corn cleaner in the cupola. Had the cob spout been torn down when the fire was discovered the main building could have been saved. This fire was at Carthage, Mo., and other fires have been reported as caused by cob spouts, at Williamsport, Ind., Frankton, Ind., and elsewhere.

Had the cob room been of approved construction the fire probably never would have started and it would have been immaterial whether the spout was open at the lower end. Recognizing the danger of fire starting in the cob house, the insurance companies have prescribed a standard for the construction of cob houses, the country elevator schedule of the Millers National Fire Insurance Co. providing that:

"A standard cob house shall not have boiler setting as a party wall and if frame power house, boiler settings to not be within thirty (30) inches of cob house wall. To have cement floor and walls above moisture line. Iron cob spout from elevator. No direct opening into boiler room, but to have interior partition for space sixteen (16) square feet six (6) feet high, with slanting top and arranged to prevent overflow into boiler room."

The provision that the boiler setting shall be 30 inches from the cob house wall permits access to clean the space and to plaster up chinks that may open between bricks and let sparks fly into the cobs. The space permits the heat to radiate instead of increasing behind a non-conducting heap of cobs against the hot setting.

The provision against water above the floor is to prevent damp cobs igniting spontaneously.

An improved cob room is shown in plan and elevation herewith, as designed by the Grain Dealers National Fire Insurance Co. The 4x4x6 space partitioned off by slats in the corner keeps the heaped up cobs from rolling out on the floor in front of the boiler.

The iron spout specified will not carry

fire unless by a strong draft, or a train of silks lies along bottom of spout.

The approved construction of cob houses is a profitable investment since the underwriters make a charge of 25 cents extra in the rate "for cob house not of standard arrangement and with direct opening to boiler room, or for cobs piled adjoining power house for fuel purposes."

Value of an Ammeter in Testing Engine Battery.

The gasoline engine ignition system, perhaps more than any one thing, not only is less understood by the amateur, but gives rise to a great many petty troubles that otherwise could be avoided by a small amount of careful study and thought. Dry cells will give excellent results if the coil is adjusted correctly. The spark coil can drag down an ignition battery very rapidly if it is ill adjusted and ordinarily the amateur either does not know how to adjust it or neglects to do so. The following remedy is suggested:

Procure a low reading ammeter or take your coil to an electrical dealer and let him adjust it for you. Place the instrument in series with the coil and battery, then close the circuit and notice the reading. Turn the vibrating screw until the instrument reads about .6 amp., then lock the screw in that position. On a multiple cord, of course, each vibrator must be adjusted in this manner. It will pay to have this done because the saving on dry cells will more than offset the cost.

Diversification of crops is believed in by the milliners.

Patents Granted

Grain Door. No. 941,099. H. W. Richards. Oak Park, Ill.

Grain Drier. No. 940,190. Peter Provost, Milwaukee, Wis.

Bean Separator. No. 941,305. Fred C. Britt, Middleport, N. Y.

Alfalfa Drier and Mill. No. 940,193. Wm. E. Rickey, Rocky, Okla.

Seed Germinating Tester. No. 940,167. Wm. E. Lang, Avon, N. Y.

Drier for Grain and Tea. No. 940,237. S. C. Davidson, Belfast, Ireland.

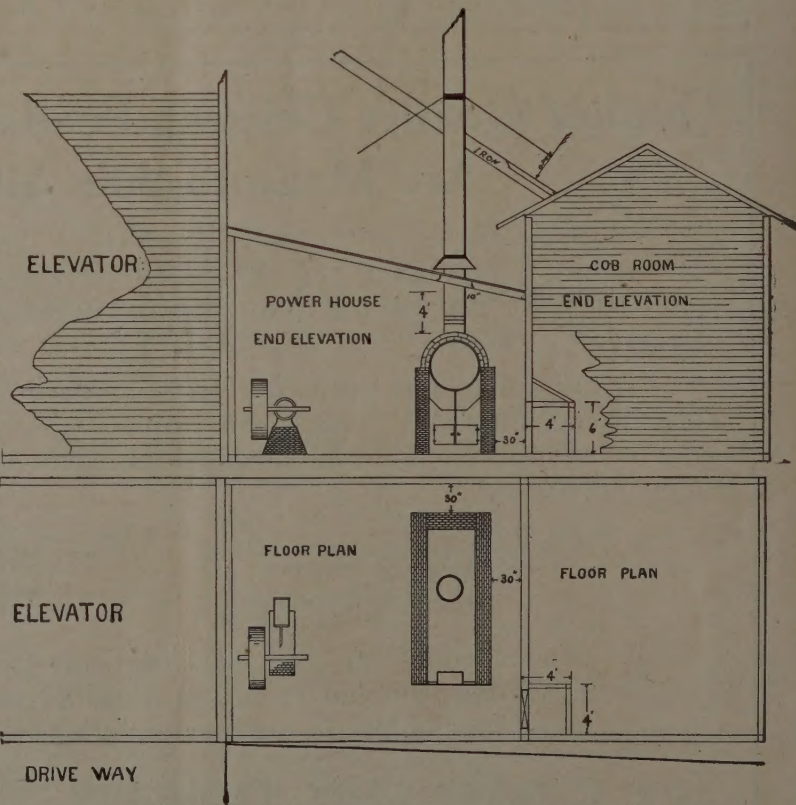
Portable Wagon Dump. No. 941,061. Geo. and True B. Byrne, Akron, Ia.

Malt Kiln. No. 940,172. O. H. Luebkert, Chicago, Ill., assignor to Saladin Pneumatic Malting Construction Co., Chicago.

Dust Collector. No. 940,827. S. T. Sheward, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis.

About 200 stockholders in the defunct Evansville Implement & Farmers Supply Co. of Evansville, Ind., have been made defendants in a suit instituted by the referee in bankruptcy, who holds that they are responsible for the debts of the company, aggregating over \$25,000.

Greatly increased per capita consumption of wheat, as an offset to the smaller exports, are indicated in the report of O. P. Austin, chief of the Bureau of Statistics. The total home consumption is raised to 543,000,000 bus. yearly and the per capita consumption to 6.34 bus.



Construction of Cob House Approved by Insurance Companies.

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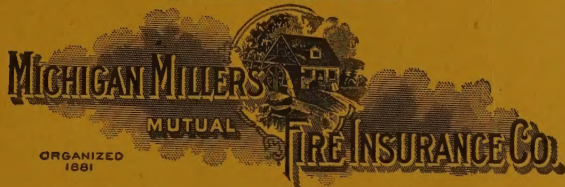
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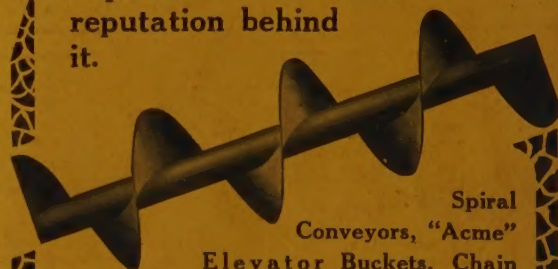
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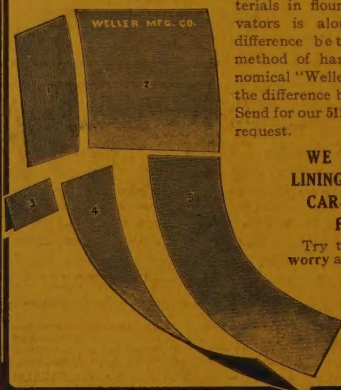
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